

# THE NESDI NEWSLETTER

*Highlights & Happenings*

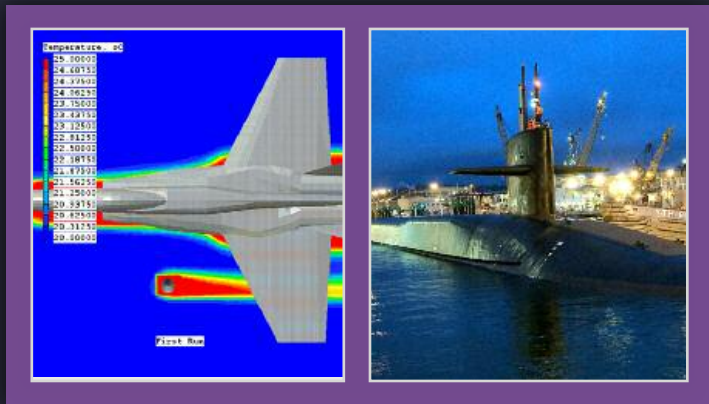


*Welcome*

This quarterly update provides insights into program operations, significant accomplishments, and future focus areas for the Navy Environmental Sustainability Development to Integration (NESDI) program.

We hope you will find these inside perspectives useful and that they encourage you to participate (or increase your involvement) in the program over the coming months.

**The NESDI Program: Integrating Green Technologies Into the Fleet**





## From the Program Manager's Desk

**Welcome to the Spring 2012 issue of NESDI News: Highlights & Happenings—part of our ongoing effort to keep you informed about the NESDI program.**



Leslie Karr

As you may know, we have just completed our two In-Progress Reviews (IPR) for the year—one on the west coast and a second on the east coast. I want to thank everyone who helped us prepare for those reviews and our

Principal Investigators who did a great job of presenting the progress they made over the course of the year. And like last year, there was increased participation from our targeted customers—more and more of our customers were able to take the time to either attend or dial-in to our meeting. Our projects only have value if our customers endorse their development and support their integration into the daily operations of the fleet. So I want to thank customers who were able to participate in our west coast IPR.

The next significant milestone on the NESDI program schedule is the collection of needs for Fiscal Year (FY) 2013. And this time, the program is supporting a streamlined process to provide a rapid response to emergent needs.

Although you can submit a need at any time, the program's formal needs collection process runs from the beginning of June until the beginning of August each year. For the NESDI program, a "need" defines a requirement to eliminate or reduce an environmental constraint that:

1. Addresses a Fleet operational challenge
2. Identifies an existing gap in knowledge, technology, and/or capability
3. Is associated with an environmental constraint or regulatory driver

Needs are the fundamental basis of the NESDI program, as all of its technology investments, are based on recommended solutions to the need.

When submitting a need, you are encouraged to provide as much information as you can about your existing challenge. What is the challenge? How big is it? Is it due to a current or impending regulatory requirement that now makes your job more difficult? Is it a technology gap? Is it a Fleet operational challenge? Is the problem unique to your facility or is it applicable across the Navy? How urgent is the need?

### Who We Are

The NESDI program is the Navy's environmental research and development demonstration and validation (6.4) program, sponsored by the Chief of Naval Operations Energy and Environmental Readiness Division (N45) and managed by the Naval Facilities Engineering Command (NAVFAC). The mission of the program is to provide solutions by demonstrating, validating, and integrating innovative technologies,

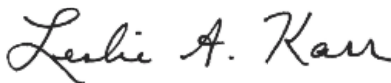


processes, materials, and filling knowledge gaps to minimize operational environmental risks, constraints and costs while ensuring Fleet readiness.

To submit your need for consideration by the NESDI program, visit the “Environmental Needs” section on the NESDI web site at [www.nesdi.navy.mil](http://www.nesdi.navy.mil) by 1 August 2012. Once there, click on the “Submit A Need Now” button. This will take you to the “NESDI Environmental Needs Submission Form.”

Use this on-line form to tell NESDI program personnel everything you know about your need. Once you submit your need, technical experts assembled by NESDI program management will assess, validate, and rank it. You will be notified about the ultimate status of your need once this ranking process is complete.

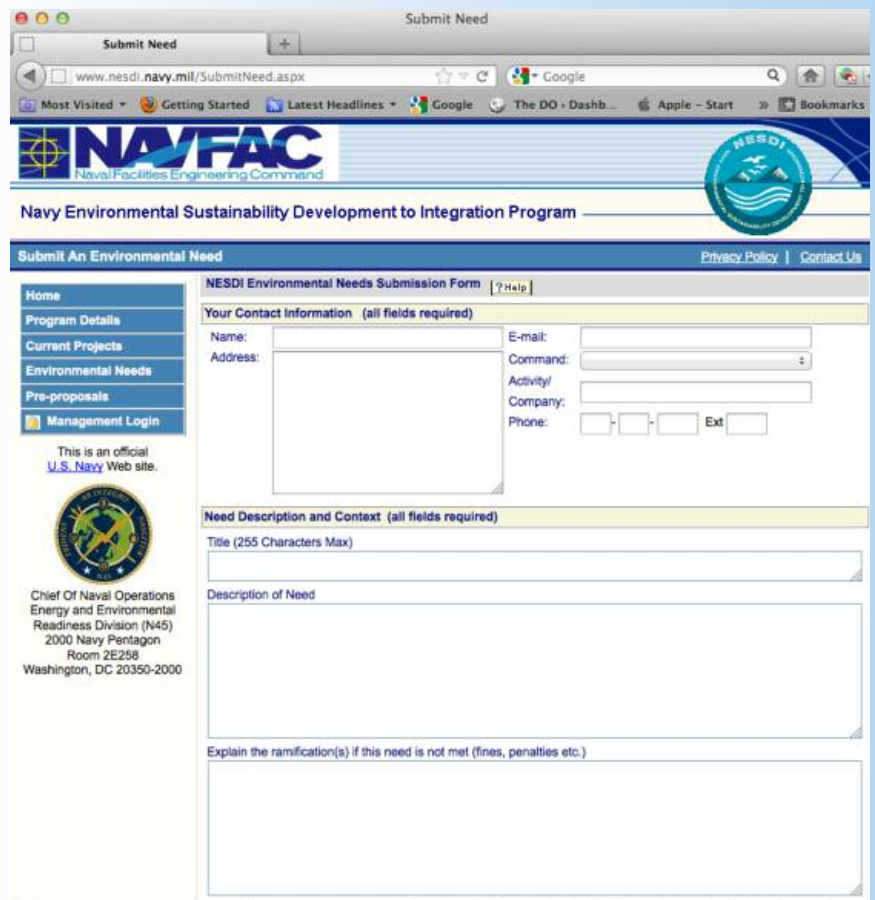
For more information, download the program’s *Reference Guide: Submitting and Evaluating Needs* from the NESDI web site by clicking on the “Environmental Needs” button from the home page. Direct any questions about the use of the program’s web site to Eric Rasmussen at 732-323-7481 and [eric.rasmussen@navy.mil](mailto:eric.rasmussen@navy.mil).



Leslie Karr, P.E.  
NESDI Program Manager

## [www.nesdi.navy.mil](http://www.nesdi.navy.mil)

Environmental Needs → Submit A Need Now  
→ NESDI Environmental Needs Submission Form



Submit An Environmental Need

NAVFAC Naval Facilities Engineering Command

Navy Environmental Sustainability Development to Integration Program

Submit An Environmental Need

NESDI Environmental Needs Submission Form

Your Contact Information (all fields required)

Name:

Address:

E-mail:

Command:

Activity/Company:

Phone:  -  -  Ext

Need Description and Context (all fields required)

Title (255 Characters Max)

Description of Need

Explain the ramification(s) if this need is not met (fines, penalties etc.)

Home

Program Details

Current Projects

Environmental Needs

Pre-proposals

Management Login

This is an official U.S. Navy Web site.

Chief Of Naval Operations  
Energy and Environmental  
Readiness Division (N45)  
2000 Navy Pentagon  
Room 2E258  
Washington, DC 20350-2000

## From the Program Manager's Desk *(continued)*

### New Projects

In an effort to keep you informed about our ongoing efforts, here is a listing of some of our most recent projects. (Other mid-year new starts will be highlighted in the summer 2012 issue of *NESDI News: Highlights & Happenings*.)

NO.	PROJECT NO.	TITLE	OBJECTIVE
1.	475	Mobile Pier and Facility Waste Water Treatment System	Quantify the extent of escalating costs of waste water disposal generated from Ultra High Pressure water blasting processes performed at Navy shipyards during maintenance operations, and, if pervasive, create a mobile water filtration system that can remove point source contaminants generated from these processes.
2.	474	Toxicity Associated with Polycyclic Aromatic Hydrocarbons (PAH) Used in Clay Targets	Determine the predominant PAH composition associated with clay targets used at military installations and determine a more accurate relative bioavailability factor value for PAHs associated with those targets.
3.	473	Dynamic Mixing Zone Modeling	Couple a transport, particle tracking module to an existing hydrodynamic estuarine model to provide the capability to simulate near field mixing from industrial and stormwater discharges.
4.	472	Lead-Free Electric Primers for Medium Caliber Ammunition	Validate a scaled-up lead-free electric primer formulation as a suitable replacement for the lead-containing primer used in medium caliber ammunition.
5.	471	Site Analysis for the Detection and Classification of Munitions and Explosives of Concern (MEC) in Shallow Highly-Dynamic Underwater Environments	Gather and examine existing data for high priority Navy sites with dynamic underwater environments to define the scope-of-problem, provide a database of physical conditions of the sites, and make recommendations for the types of approaches that are most likely to succeed in remediating these areas.

NO.	PROJECT NO.	TITLE	OBJECTIVE
6.	470	Cyanide Waste Reduction of Electroplating and Stripping Processes	Identify an environmentally-friendly alternative to cyanide based silver electroplating and stripping solutions used in repair and overhaul processes within the Navy's Fleet Readiness Centers.
7.	469	Validation of a Low Tech Storm Water Procedural Best Management Practice (BMP)	Demonstrate the effectiveness and the logistical parameters required for implementing a sweeping/pressure washing BMP at Navy industrial sites to reduce or eliminate metals and nutrients from storm water runoff.
8.	468	Low Cost Selective Polymer and Laser Interferometer Real Time Sensors for Detection of Solvents in Contaminated Groundwater Plumes	Demonstrate and validate the field performance of a low cost sensor to detect in near real-time the combined total of targeted chlorinated contaminants in monitoring well samples.
9.	467	Methodology to Assess Essential Fish Habitat (EFH) for Navy Coastal Properties	Develop a predictive model for EFH usage that scores the importance of habitats within a coastal body of water.
10.	466	Separation, Detection and Removal of MEC and Unexploded Ordnance (UXO) from Dredged Material Using Physical Separation Methods	Demonstrate improved separation and recovery of MEC and MEC surrogates from freshly-dredged material using mechanical screens assisted by water jetting.
11.	465	Demonstration of Passive Samplers for Assessing Environmentally Realistic Concentrations of Munitions Constituents at Underwater UXO Sites	Demonstrate and develop a standard protocol for the use of passive samplers for the in situ assessment of munitions constituent presence in sediment and water at underwater UXO sites.



## Integrating Technologies

### Saving Energy at Painting Facilities & Reducing Emissions During Shipbreaking

Two more NESDI-sponsored projects are well on their way toward successful integration into fleet operations. The first is a study on methods for updating energy-inefficient airflow methods in paint hangars and maintenance facilities, and the second is an Initiation Decision Report (IDR) that includes recommendations for reducing emissions during shipbreaking activities. Two related, follow-on projects are validating two of the recommendations contained in the original IDR. All of these efforts are headed by Kathleen (Kappy) Paulson (profiled in this issue of *NESDI News*) and described below.

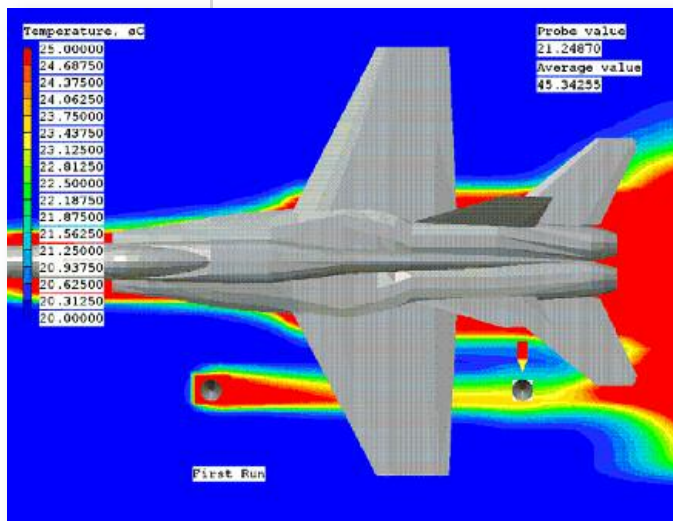
#### Large Paint Facility Flow Rate Computational Fluid Dynamics (CFD) Modeling and Verification (project #370)

Every large paint facility in the Navy is currently designed with minimum cross sectional airflow of 100 cubic feet per minute per square foot of open area (cfm/sq ft). Maintaining this level of airflow requires oversized fans and pol-

lution abatement equipment that in 1997 was estimated to cost an additional \$250k in capital cost and \$250k annually in energy costs for each hangar. Currently, there are approximately 25 hangars and depots where painting is performed in the Navy. The current airflow value was based on empirical data established in the 1950's and 1960's. The value was chosen to prevent explosions, reduce overspray, and protect worker health. In the interim, modern paint application methods have significantly reduced paint overspray. Airline respirators protect workers against Volatile Organic Compounds, isocyanates, chromated primers and other stressors commonly found in paint operations. Many consensus industry standards and state-of-the-art bodies permit, even encourage, lower flow rates. A more appropriate design flow rate is in the 50 to 75 cfm/sq ft range.

The goal of this NESDI project—led by Kappy Paulson and executed by Ray Lucy from the Naval Facilities Engineering Service Center (NAVFAC ESC)—was to build and field verify a CFD model that confirmed that reduced flow rates are sufficient to control paint overspray and provide no significant deterioration of health protection. The results of the CFD modeling and tracer gas verification show that a balanced flow at 75 cfm/sq ft provides protection similar to a balanced flow at 100 cfm/sq ft.

Successful field demonstrations of the reduced airflow levels were conducted during painting operations. The results of these demonstrations were documented and presented to the Office of the Deputy Secretary of the Navy (Safety).



Pseudo contaminate distribution.

## Innovative Technologies to Reduce Emissions from Metal Cutting Operations (project #452)

As nuclear powered submarines and ships leave active service, they must be dismantled. Reactor compartments are removed intact and disposed at the Department of Energy's Hanford site in Washington State. Subsequently, the dismantling or "shipbreaking" work is performed at nearby Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS&IMF).

Since the beginning of the vessel recycling program in 1986, PSNS&IMF has processed and packaged reactor compartments from 106 submarines and eight cruisers. The majority of this work was done with hand-held oxy-fuel torches—a form of hot metal cutting. This technology generates visible particulate matter (PM) that can exceed local air quality limits on opacity (the visual density of smoke or particulate emissions). To meet its shipbreaking mission within the opacity limits, PSNS&IMF needs a new approach or a "toolbox" that includes several technologies for different locations on the vessels. To that end, the NESDI program sponsored a study of existing and developing technologies for future on-site demonstrations. The resultant IDR was developed by Christine Ahn and Edwin Chiang from NAVFAC ESC, Jim Howell from Naval Surface Warfare Center Carderock Division, and Ken Hoy from PSNS&IMF.

In 2009, PSNS&IMF installed ventilated enclosures over the submarine dry dock for hot cutting, and employed cold cutting techniques (which do not result in PM emissions) when possible. These measures,



Puget Sound Naval Shipyard.

however, are not sustainable over the long term. The enclosures cannot fully envelop planned cruiser and carrier demolitions, are expensive, inefficient, and may pose risks to worker safety. While the current enclosures at PSNS&IMF are estimated to capture 98 percent of non-smoke particulates during regular cutting practice, the remedy does not prevent emissions at the source. Workers are hampered by spatial limits and other activity constraints. Cold cutting technologies are generally slower and the heavy, hand-held tools pose increased risks for workers.

PSNS&IMF spent nearly \$2.5M in one year on the outdoor tensile fabric enclosures and associated infrastructure to help contain the PM emissions. Site personnel do not anticipate the availability of financial resources in the near

future to fund customized orders for nuclear cruisers or carriers.

While the oxy-fuel torches are difficult to replace, the experience of PSNS&IMF highlights that its use must be modified, reduced or eliminated. The goal of this IDR was to identify the best available alternatives to oxy-fuel cutting to bring daily opacity levels below the Puget Sound Clean Air Agency's limits and recommend technologies for on-site demonstrations. At the time the IDR was completed in January 2012, the team recommended a long-term tool-box approach that would include two improved technologies—both of which are being demonstrated under the follow-on projects described below. Several other technologies were identified for future demonstrations when they are more fully mature.

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## Integrating Technologies *(continued)*

### **Alternative Metal Hot Cutting Operations for Opacity (project #480)**

MagneGas™ fuel was the hot cutting technology selected in Project 452's IDR for immediate demonstration. MagneGas is a hydrogen-rich gas that can be used as a drop-in replacement for propane, with similar performance, but with reduced emissions. The gas is manufactured from a patented waste-to-energy gasification process. Because the production of this gas involves a recycling process, its use has the potential to enhance compliance with air pollution and clean water requirements. Demonstrations at PSNS&IMF will determine the new fuel's opacity, cutting performance, efficiency, usability, and cost. Criteria for success include: similar or faster cutting speed (compared to propane), emissions below 20 percent opacity, and equal or lower cost compared to propane. The project team will prepare a PSNS&IMF-specific Industrial Process Instruction (IPI) and document the results of this demonstration in a final report.

### **Controlling Opacity During Ship Hull Cutting & Demolition (project #481)**

Cold cutting is one of two broad technology categories used for shipbreaking activities. The advantage of cold cutting technology is the complete elimination of visible PM (opacity). However, this method is inefficient and impractical for use on ships. A prototype Ship Hull Cutting Machine (SHCM), manufactured by E.H. Wachs, will be designed for demonstration. The SHCM—a second-generation version of the company's Submarine Hull Cutting Machine—would cut quickly and leave a wide kerf (cut) for easy disintegration. It is expected that the new design will be one of the fastest cold metal cutting machines to be demonstrated to date. The demonstration will measure applicability, performance, environmental compliance, and user convenience and safety. After the demonstration period, the team will produce reports summarizing the results and an IPI for PSNS&IMF.

For more information about these projects, contact Kathleen (Kappy) Paulson at [kathleen.paulson@navy.mil](mailto:kathleen.paulson@navy.mil). Kappy is profiled in this issue of *NESDI News*.

The NESDI program is always looking for demonstration sites for our ongoing projects and sites where we can implement our finished products. Contact the NESDI Program Manager or your Technology Development Working Group (TDWG) representative if you think your installation might benefit from one of the NESDI program's demonstrated technologies.



Gunther Rosen of the Space and Naval Warfare Command—Systems Center Pacific (SPAWAR—SSC Pacific), presented results associated with the project

**Demonstration and Validation of Sediment Ecotoxicity Assessment Ring Technology for Improved Assessment of Ecological Exposure and Effects (project #459)**

on 22 May 2012 at the 22nd Annual Society of Environmental Toxicity and Chemistry (SETAC) Europe conference. The conference was held in Berlin, Germany. The reference to the conference is listed:

- Rosen G, Chadwick DB, Burton GA, Stransky C, Bailey H, Greenberg MS, Radford J, 2012.

Preliminary evaluation of a new tool for assessment of *in situ* biological exposure and effects in aquatic environments. Oral Presentation, Society of Environmental Toxicology and Chemistry (SETAC) Europe 22nd Annual Meeting, Berlin, Germany, 20-24 May 2012.

Two related peer-reviewed papers relevant to the technology also appeared in the March 2012 issue of the journal *Environmental Pollution*. Specific references are as follows:

- **Burton GA Jr., Rosen G, Chadwick DB, Greenberg MS, Taulbee K, Lotufo G, Reible D, 2012.** A sediment ecotoxicity assessment platform for *in situ* measures of chemistry, bioaccumulation, and toxicity. Part 1: System description and proof of concept. *Environmental Pollution* 162:449-456.

- **Rosen G, Chadwick DB, Burton GA Jr., Greenberg MS, Taulbee K, Lotufo G, Reible D, 2012.** A sediment ecotoxicity assessment platform for *in situ* measures of chemistry, bioaccumulation, and toxicity. Part 2: Integrated application to a shallow estuary. *Environmental Pollution* 162:457-465.

Chuck Katz from SPAWAR presented a status report on two of his projects—**Modeling Tool for Navy Facilities to Quantify Sources, Loads, and Mitigation Actions of Metals in Storm Water Discharges (project #455) and Validation of a Low Tech Storm Water Procedural Best Management Practice (project #469)**—via teleconference to the Navy’s Shipyard Managers Meeting on 10 May 2012. Mr. Katz also presented his progress on project #455 in a brief entitled “Identifying Sources of Storm Water Metal Contaminants at DoD Facilities: How Can You Clean It Up If You Don’t Know Where It’s Coming From?” on 24 May 2012 at the National Defense Industrial Association’s Environment, Energy Security & Sustainability Symposium & Exhibition in New Orleans, Louisiana.

As part of her effort on the **Large Paint Facility Flow Rate Computation Fluid Dynamics Modeling and Verification project (#370)**, Kappy Paulson posted two reports (Part I and II) to the NESDI web site entitled “Experimental and Numerical Research on the Performance of Exposure Control Measures for Aircraft Painting Operations” issued

by the National Institute for Occupational Safety and Health (NIOSH). These reports document the results of NIOSH’s efforts to investigate the performance of the ventilation system in a Navy aircraft paint finishing hangar, in terms of the efficiency and effectiveness of contaminant removal and worker exposure control.

At the Aerospace Chromate Elimination meeting held in Tucson, Arizona on 24-25 April 2012, Julia Russell from the Naval Air Systems Command (NAVAIR) presented a brief entitled “Comprehensive Evaluation and Transition of Non-Chromated Paint Primers” on her NESDI project **Advanced Non-Chromate Primers & Coatings (project #458)** in which Ms. Russell discussed the demonstration of non-chromated primers on the E-2C Hawkeye, P-3C Orion, V-22 Osprey, and H-46 Sea Knight aircraft.

Kelvin Higa from NAVAIR, the Principal Investigator for **project #472—Lead-Free Electric Primers for Medium Caliber Ammunition**—conducted two briefs on this project during the second quarter of this fiscal year. The first brief on the status of this project was presented to Admiral David Architzel, Commander of NAVAIR, on 25 January 2012. A second project summary was provided to the Defense Venture Catalyst Initiative (DeVenCI) on 15 March 2012. DeVenCI is currently searching for commercial partners for the lead-free electric primers that Mr. Higa is validating.

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A series of technical papers were published and conference presentations briefed during the second quarter of this fiscal year for NESDI project #460—**Demonstration and Validation of Delivery and Stability of Reactive Amendments for the In Situ Treatment of Contaminated Sediments in Active Navy Harbors:**

1. Principal Investigator Victoria Kirtay from SPAWAR and her colleagues published a 117-page Reactive Amendments Treatability Study as a Space and Naval Warfare Systems Center (SSC) Pacific Technical Report.
2. In April 2012, Victoria and her colleagues also submitted a 111-page Draft Demonstration Plan for publication as an SSC Technical Report.
3. Ms. Kirtay and her colleague, Bart Chadwick (also from SPAWAR), presented “Demonstration of In Situ Treatment with Reactive Amendments for Contaminated Sediments in Active DoD Harbors” (R201131) at the Partners in Environmental Technology Symposium and Workshop held in Washington D.C at the end of last year.
4. Ms. Kirtay presented the same brief at the Sediment Management Seminar held 9 February 2012, in Fort Lauderdale, Florida.

Rance Kudo, Principal Investigator for **NoFoam System for Automotive Fire Apparatus Vehicle (project #288)**, uploaded a final report for that project to the NESDI web site. That report entitled “NoFoam System For Automotive Fire Apparatus Vehicle Foam Discharge Checks” (TR-2329-ENV), is available on the NESDI web site (at [www.nesdi.navy.mil](http://www.nesdi.navy.mil)) to anyone with a username and password by accessing project #288 and going to the “Files/Photos” pulldown menu. The NoFoam System for Automotive Fire Apparatus Vehicles is operational at Naval Air Stations Whidbey Island, Jacksonville, and Lemoore.

The following NESDI projects were briefed during the Shipyard Occupational Safety, Health, and Environment Director’s Meeting held 8 – 10 May 2012 at the Puget Sound Naval Shipyard:

1. **Modeling Tool for Navy Facilities to Quantify Sources, Loads, and Mitigation Actions of Metals in Storm Water Discharges (project #455)**
2. **Validation of a Low Tech Storm Water Procedural Best Management Practice (project #469)**
3. **Hull Maintenance Shroud (project #456)**
4. **Surface Cleaning of Dry Dock Floors (project #440)**
5. **Mobile Pier and Facility Wastewater Treatment System (project #475)**
6. **Motion Assisted Environmental Enclosure (MAEE) for Capturing Paint Overspray in Drydocks (project #441)**

Based on the work performed under **Automated Condition Assessment of Coral Reefs (project #425)**, Bill Wild, Ken Richter, and Gregory Anderson from SPAWAR will present “An Optical Coral Reef Monitoring System in Sasa Bay, Guam” at the 12th International Coral Reef Symposium to be held in Cairns, Queensland, Australia on 9-13 July 2012.

Rob George from SPAWAR gave a presentation entitled “Pollutant Source Tracking Approaches for Metals, Organics and Perchlorate: Environmental Forensics Case Studies” to the Tri-service Ecological Risk Assessment Work Group on 9 February 2012 based on his work on **Pollutant Source Tracking (project #364)** and **Implementation of Forensic Approaches to Address Background Perchlorate Source Identification and Characterization at Navy Facilities and Ranges (project #437)**.



## Names & Faces: NESDI Profiles

**In this issue of NESDI News, we are profiling Kappy Paulson — the Principal Investigator for our study of methods for updating energy-inefficient airflow methods in paint hangars and maintenance facilities and a second study of methods to reduce emissions during shipbreaking activities.**



**Kathleen (Kappy) Paulson**



### **Organization**

Naval Facilities Engineering Command,  
Engineering Service Center

### **Education**

- B.S. Engineering, California State University—Northridge
- B.S. Biology, Marietta College

### **Experience**

My early work in genetics and toxicology laboratories prepared me to communicate with the occupational safety and health (OSH) and environmental communities. In 1980, I started at the former Navy Environmental Support Office (NESO) as a part-time, temporary Physical Scientist and later as a Co-op while I completed the CSU/Northridge Engineering degree. Full time work at the former Naval Energy and Environmental Support Activity (NEESA) kept me busy and for the next 15 years—I became a Subject Matter Expert in industrial ventilation. In 2000, I began to manage research and development (R&D) projects for the NESDI program and the Environmental Security and Technology Certification Program. Thus, I am usually able to incorporate an OSH component into my R&D projects.

### **Role**

I have been the Principal Investigator on two NESDI projects—the *Large Paint Facility Flow Rate Computational Fluid Dynamics Modeling and Verification* (project #370) and *Innovative Technologies to Reduce Emissions from Metal Cutting Operations* (project #452). I am now serving as the Principal Investigator on two new NESDI projects—*Controlling Opacity During Ship Hull Cutting & Demolition* (project #481) and *Alternative Metal Hot Cutting Operations for Opacity* (project #480).

### **Connections**

As a member of the American Conference of Governmental Industrial Hygienists, the American National Standards Institute's and American Industrial Hygiene Association's Industrial Ventilation Committees, and the American Welding Society Fumes and Gases Subcommittee, I gather resources from the committee members from academia, other government agencies, and the private sector. Networking at technical conferences where I present the results of my efforts has been a wonderful resource for meeting and then collaborating with researchers with similar interests.

### **Perspective**

Crossing the R&D “chasm of death” is such an interesting challenge for those of us who manage projects for the NESDI program—we are most successful when we focus on the end user and concentrate on getting the right technology into their hands.



## Using Our Web Site

The next significant milestone on the NESDI program schedule is the collection of needs for FY 2013.

# www.nesdi.navy.mil



The screenshot shows the homepage of the NESDI website. At the top left is the NAVFAC logo (Naval Facilities Engineering Command). At the top right is the NESDI logo. The main header reads "Navy Environmental Sustainability Development to Integration Program". Below the header is a navigation menu with links for Home, Program Details, Current Projects, Environmental Quality Requirements, Environmental Needs, Pre-proposals, FY 2010 Year In Review, and Management Login. A central banner area contains a "Welcome To The NESDI Website" message and a yellow box announcing "RDTE Pre-proposal Submissions Are Currently Being Accepted Through 18 November 2011". To the right of the banner are three small images: a rocky shore, a ship's hull, and an underwater scene. The main content area includes sections for "About the Program", "Program Mission" (with a list of two goals), and "Contact Us". A footer at the bottom contains links for Privacy Policy, Submit Feedback, and Contact Webmaster.

For more information about how to submit a need, read the "From the Program Manager's Desk" in this issue of NESDI News. You can direct your other questions about the use of our web site to Eric Rasmussen, our webmaster, at 732-323-7481 and [eric.rasmussen@navy.mil](mailto:eric.rasmussen@navy.mil).



## Program Schedule

In this section of *NESDI News*, we provide insights into our annual program schedule. For the next few months, we will concentrate our efforts on conducting our east coast annual program review and collecting needs from the fleet. Check our web site (at [www.nesdi.navy.mil](http://www.nesdi.navy.mil)) for the latest version of our program schedule.

NO.	WHAT	WHEN
<b>1.</b>	<b>Conduct In-Progress Reviews</b>	<b>West: 7-11 May 2012</b> <b>East: 18-22 June 2012</b>
<b>2.</b>	<b>Announce New Starts</b>	<b>30 July 2012</b>
<b>3.</b>	<b>Quarterly Status Reports Due (all Fridays)</b>	<b>13 July 2012</b> <b>19 October 2012</b> <b>18 January 2013</b> <b>12 April 2013</b>
<b>4.</b>	<b>Announce FY13 Needs Solicitation</b>	<b>01 June 2012</b>
<b>5.</b>	<b>Close FY13 Needs Solicitation</b>	<b>01 August 2012</b>
6.	Screen Needs	13-17 August 2012
7.	Evaluate & Rank Needs	10-14 September 2012
8.	Conduct N45 Programmatic Review	October 2012
9.	Obtain Sponsor Review & Approval of Needs	24 September – 5 October 2012
10.	Request Pre-proposals	12 October 2012
11.	Close Pre-proposal Collection	14 November 2012
12.	Collect TDWG Comments on Pre-proposals	26 November 2012
13.	Evaluate Pre-proposals	27-30 November 2012
14.	Request Full Proposals	13 December 2012
15.	Collect Full Proposals	20 February 2013
16.	Collect Functional Working Group Comments on Full Proposals	15 March 2013
17.	Collect TDWG Comments on Full Proposals	22 March 2013
18.	Screen Full Proposals	25-29 March 2013
19.	Collect Comments on Full Proposal Screening	29 April 2013
20.	Evaluate Full Proposals	10-14 June 2013
21.	Obtain Sponsor Review & Approval of Full Proposals	July 2013



# NESDI NEWS

SPRING 2012

## GETTING ON OUR MAILING LIST

If you're not already on our mailing list and want to subscribe to *NESDI News*, please send your email address to Lorraine Wass at 207-384-5249 or [ljwass@surfbest.net](mailto:ljwass@surfbest.net) and we'll add you to our distribution.

## CONTACT US

For more information about the operation of the NESDI program, contact Leslie Karr, the program manager, or members of the TDWG—the program's management team.

No.	Name	Command	Phone	Email
1.	Karr, Leslie (Chair)	NAVFAC	805-982-1618	<a href="mailto:leslie.karr@navy.mil">leslie.karr@navy.mil</a>
2.	Cahoon, Lynn	NAVAIR	252-464-8141	<a href="mailto:albert.cahoon@navy.mil">albert.cahoon@navy.mil</a>
3.	Curtis, Stacey	SPAWAR	619-553-5255	<a href="mailto:stacey.curtis@navy.mil">stacey.curtis@navy.mil</a>
4.	Earley, Pat	SPAWAR	619-553-2768	<a href="mailto:patrick.earley@navy.mil">patrick.earley@navy.mil</a>
5.	Hall, Chaela	CNIC	202-433-4962	<a href="mailto:chaela.hall@navy.mil">chaela.hall@navy.mil</a>
6.	Heath, Jeff	NAVFAC	805-982-1600	<a href="mailto:jeff.heath@navy.mil">jeff.heath@navy.mil</a>
7.	Hertel, Bill	NAVSEA	301-227-5259	<a href="mailto:william.hertel@navy.mil">william.hertel@navy.mil</a>
8.	McCaffrey, Bruce	Consultant	773-376-6200	<a href="mailto:brucemccaffrey@sbcglobal.net">brucemccaffrey@sbcglobal.net</a>
9.	McVey, Tami	CNIC	202-433-4959	<a href="mailto:tami.mcvey2@navy.mil">tami.mcvey2@navy.mil</a>
10.	Olen, Jerry	SPAWAR	619-553-1443	<a href="mailto:jerry.olen@navy.mil">jerry.olen@navy.mil</a>
11.	Paraskevas, Nick	NAVAIR	301-757-2140	<a href="mailto:nicholas.paraskevas@navy.mil">nicholas.paraskevas@navy.mil</a>
12.	Rasmussen, Eric	NAVAIR	732-323-7481	<a href="mailto:eric.rasmussen@navy.mil">eric.rasmussen@navy.mil</a>
13.	Sugiyama, Barbara	NAVFAC	805-982-1668	<a href="mailto:barbara.sugiyama@navy.mil">barbara.sugiyama@navy.mil</a>
14.	Webber, Cindy	NAVAIR	760-939-2060	<a href="mailto:cynthia.webber@navy.mil">cynthia.webber@navy.mil</a>



## IN THE NEXT ISSUE OF NESDI NEWS

There is a lot more information coming your way in the next issue of *NESDI News: Highlights & Happenings*. In our summer 2012 issue we will highlight the results of our needs collection process for FY13.

Until then, look for our article entitled **"NESDI Evaluates Technologies to Address Puget Opacity Limits: Cutting Technologies & Enclosures Offer the Most Viable Options for Shipbreaking"** in the summer 2012 issue of *Currents*—the Navy's energy and environmental magazine.

Read *Currents* on-line and subscribe to the magazine at <http://greenfleet.dodlive.mil/currents-magazine>.