

What are the Dredging Requirements associated with Several of the Alternatives?

All aircraft carriers require a minimum water depth of 6 feet beneath the keel, to ensure cooling and firefighting system intakes do not get clogged or damaged by mud and debris from the sea and river bottom. A dredge depth of 50 feet is necessary for CVNs to meet this requirement under all ship loading and tidal conditions.

The current water depth for the NAVSTA Mayport turning basin, entrance channel, and Jacksonville Harbor Bar Cut federal navigation channel is approximately 42 feet below mean low low water. To accommodate the CVN Homeporting alternatives (Alternatives 4, 8, 10, and 12), dredging to 50 feet would occur at the Jacksonville Harbor entrance channel, the Naval Station Mayport entrance channel, and Naval Station turning basin and maintenance berth (i.e. Wharf F).

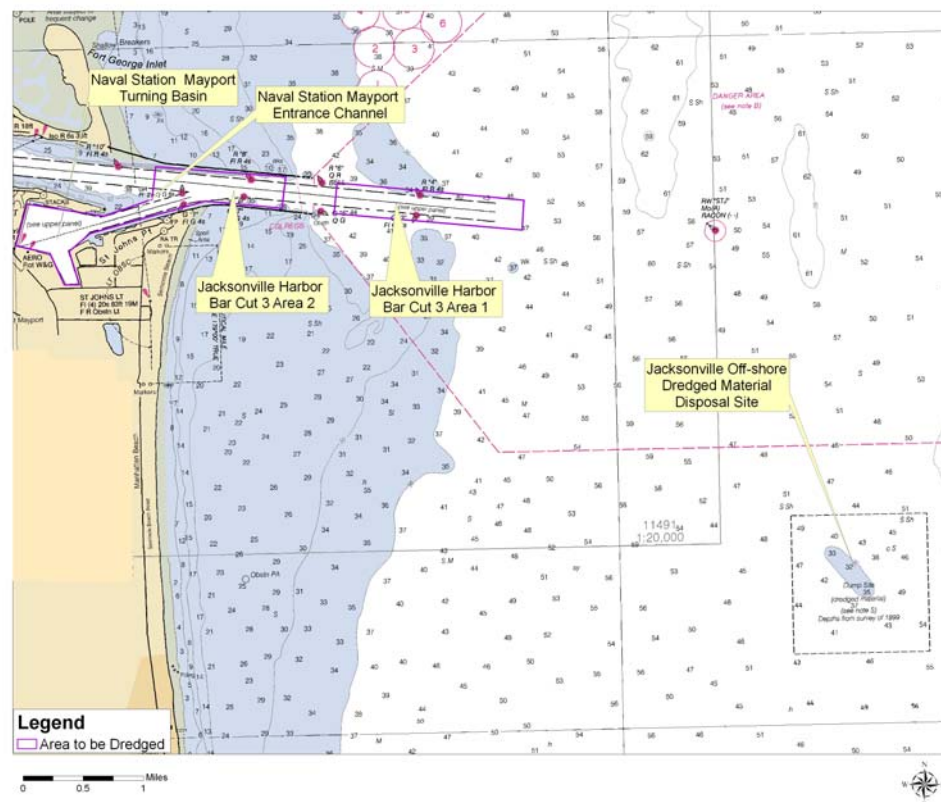
For CVN-capable Alternatives (Alternatives 3, 7, 9, and 11), all of the same areas would be dredged, except for the maintenance berth (Wharf F), as no depot-level CVN maintenance would occur at Naval Station Mayport under these alternatives.

The required deepening would result in removal and disposal of approximately 5.7 million cubic yards of material. The method of dredging could be with a combination of mechanical (bucket or clamshell method) and hydraulic dredging equipment. Mechanical excavation is typically used in dredging activities that move dredged material several miles by barge for open water disposal (disposed via bottom dumping barges). Hydraulic dredging is typically used for transporting dredged sediment to relatively nearby placement sites on shore.

Dredged material from the proposed dredging project may be disposed of by various methods, depending on the characteristics of the dredged materials, including:

- ◆ Off-shore dredged material disposal site
- ◆ Upland disposal sites
- ◆ Beneficial uses
 - * Beach replenishment
 - * Habitat restoration
 - * Construction material
 - * Landfill cover
- ◆ Combination of above

The Navy would obtain required federal, state, and local permits and approvals necessary for any dredging and disposal options utilized.



FACT SHEET

Proposed Action and Alternatives



Homeporting of Additional Surface Ships at Naval Station Mayport

What does the Navy propose?

The proposed action being evaluated in this Environmental Impact Statement (EIS) is to homeport additional Atlantic Fleet surface ships at Naval Station Mayport, Florida. This proposed action includes permanent assignment of surface ships and personnel.

The Navy's Environmental Impact Statement will review and assess 13 alternatives consisting of:

- ◆ Homeporting combinations of surface ships, including cruisers, destroyers, frigates, amphibious assault ships, amphibious transport dock ships, dock landing ships, or a nuclear-powered aircraft carrier (CVN); and/or
- ◆ Providing transient (visiting) CVN capability; or
- ◆ No Action

The proposed action could involve the relocation of existing ships to Naval Station Mayport or the assignment of newly acquired ships to Naval Station Mayport. The proposed action includes only those required activities that are necessary to prepare and operate Naval Station Mayport for the proposed homeporting and does not include actions at other Navy bases.

Depending on the alternative selected, the proposed action may include:

- ◆ Wharf improvements
- ◆ Maintenance facilities improvements
- ◆ Utilities upgrades
- ◆ Personnel support improvements
- ◆ Construction of CVN nuclear propulsion plant maintenance facilities (CVN homeporting alternatives only)
- ◆ Dredging and disposal of dredged material (all CVN alternatives)

What is the Purpose of the Proposed Action?

The purpose of the proposed action is to ensure effective support of Fleet operational requirements through efficient use of waterfront and shore side facilities at Naval Station Mayport. In the 2001 Quadrennial Defense Review, Congress called for the Department of Defense to be capable of swiftly defeating aggression in overlapping conflicts worldwide. This required the Navy to modify its operational philosophy and to ensure it was capable of providing more warfighting assets, more quickly, to multiple locations. In Navy terms, this ability is called *surge capability* – or the ability to send trained naval battle forces *in addition to* those currently deployed. The Navy adopted the Fleet Response Plan (FRP) that institutionalizes an enhanced naval surge capability.

Under the guidance of U.S. Fleet Forces Command (USFFC), the Fleet training cycle has been adjusted with refined maintenance, modernization, manning, and training processes to enable the Fleet to consistently sustain a level of at least six surge capable carrier strike groups available within 30 days, and one additional strike

The Navy is assessing various homeporting options for additional surface ships at Naval Station Mayport, Florida.

The proposed action could relocate existing ships to Naval Station Mayport or assign new fleet ships to the Naval Station.

The purpose of the proposed action is to ensure effective support of Fleet operational requirements through efficient use of waterfront and shore side facilities at Naval Station Mayport.

group able to deploy within 90 days of an emergency order. Achieving this higher level of surge capability is a difficult task that requires Navy ships and Sailors to maintain an appropriate level of training (or *readiness*) for longer periods of time, while continuing to achieve ship maintenance and sailor quality of life standards.

The Navy has developed plans for ashore infrastructure to ensure appropriate support of the FRP and the Navy's required operational battle force. While budgetary decisions are behind the trend to consolidate or reduce the number of Navy bases overall, retaining bases in dispersed locations nationwide and worldwide is required to support the FRP and the operational battle force. Required capabilities at Navy bases are driven by geographic location and Fleet operational readiness.

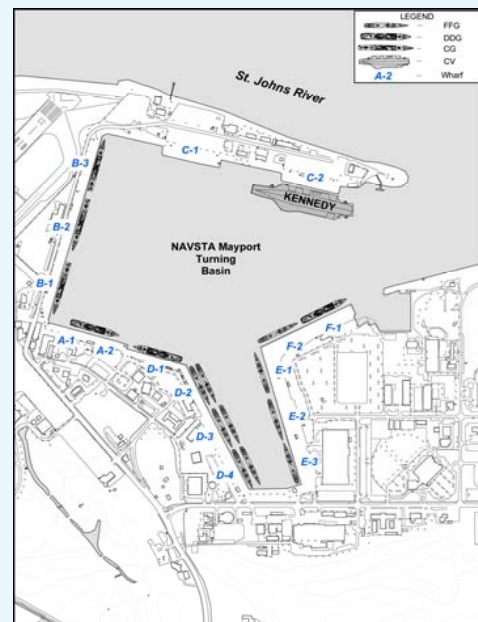
Consideration of Mayport as a homeport for any of the classes of ships being discussed in the EIS is based on the following:

- ◆ Use of Mayport helps preserve adequate distribution of homeport locations and ports to reduce the risks to Fleet resources in the event of terrorist attacks;
- ◆ Full use of Mayport will preserve its capabilities as a Fleet Concentration Area, which supports U.S. based naval surge capability; and
- ◆ Utilization of Mayport helps the Fleet to optimize access to naval training ranges and operating areas by retaining surface ship homeport locations within six hours of local operating areas.

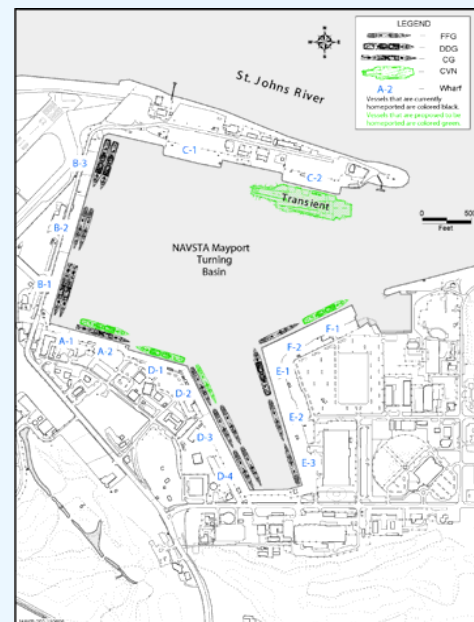
In keeping with the principles of the FRP, the Chief of Naval Operations (CNO) directed USFFC to review and assess a broad range of options for homeporting additional surface ships at Naval Station Mayport, Florida. This directive is consistent with the Navy's need to maintain dispersed surface ship homeports, optimize the use of Fleet Concentration Areas, and optimize access to naval training ranges and operating areas.

What Homeporting Alternatives at Naval Station Mayport are being Considered?

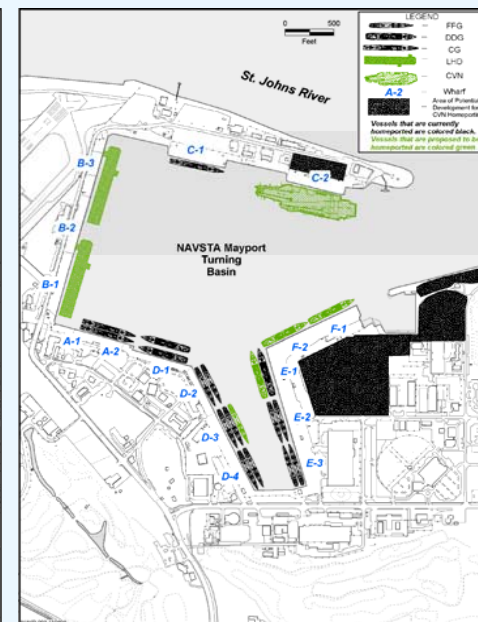
As shown on the next page, 13 alternatives have been identified and are being considered in the EIS. The illustrations below depict the berthing plans for several of the alternatives that will be evaluated.



No Action Alternative (Alternative 13): Currently 22 ships are homeported at Naval Station Mayport. At any one time, only about 17 are in port. The rest are usually at sea.



Alternative 7: Five additional ships would be homeported and dredging would occur to allow transient (visiting) CVN access under all ship loading and tidal conditions. Typically, no more than 21 ships would be in port at any one time.



Alternative 12: Eight additional ships would be homeported. Typically, no more than 23 ships would be in port at any one time. To homeport the CVN, dredging would occur and CVN propulsion plant maintenance facilities would be constructed.

Homeporting Alternatives at Naval Station Mayport

Thirteen alternatives have been identified and are being considered in the EIS, including:

1. **Cruiser/Destroyer (CRU/DES) homeporting** involves the homeporting of five additional ships, including four destroyers (DDGs) and one frigate (FFG), as well as an additional Destroyer Squadron (DESRON) staff.
2. **Amphibious Assault Ship (LHD) homeporting** involves the homeporting of two additional amphibious assault ships (two LHDs).
3. **Nuclear-Powered Aircraft Carrier (CVN) capable** involves a dredging project to allow access and berthing without draft restrictions of one transient (visiting) Nimitz class CVN. No CVN would be homeported at Naval Station Mayport under this alternative.
4. **CVN homeporting** involves the homeporting of one Nimitz class CVN, dredging, infrastructure and wharf improvements, and construction of CVN nuclear propulsion plant maintenance facilities.
5. **Amphibious Ready Group (ARG) homeporting** involves the homeporting of three additional ships (one LHD, one Amphibious Transport Dock Ship [LPD], and one Dock Landing Ship [LSD]) and an Amphibious Squadron staff.
6. **CRU/DES homeporting & LHD homeporting** involves the homeporting of seven additional ships, including four DDGs, one FFG, and two LHDs, as well as an additional DESRON staff.
7. **CRU/DES homeporting & CVN capable** involves the homeporting of five additional ships, including four DDGs and one FFG, and additional DESRON staff, as well as a dredging project to allow access and berthing without draft restrictions of one transient (visiting) Nimitz class CVN. No CVN would be homeported at Naval Station Mayport under this alternative.
8. **CRU/DES homeporting & CVN homeporting** involves the homeporting of six additional ships, including four DDGs, one FFG, one CVN, additional DESRON staff, as well as dredging, infrastructure and wharf improvements, and construction of CVN propulsion plant maintenance facilities.
9. **LHD homeporting & CVN capable** involves the homeporting of two additional ships, both LHDs, as well as a dredging project to allow access and berthing without draft restrictions of one transient (visiting) Nimitz class CVN. No CVN would be homeported at Naval Station Mayport under this alternative.
10. **LHD homeporting & CVN homeporting** involves the homeporting of three additional ships, including two LHDs and one CVN, and dredging, infrastructure and wharf improvements, and construction of CVN propulsion plant maintenance facilities.
11. **CRU/DES homeporting & LHD homeporting & CVN capable** involves the homeporting of seven additional ships, including four DDGs, one FFG, two LHDs, additional DESRON staff, as well as a dredging project to allow access and berthing without draft restrictions of one transient (visiting) Nimitz class CVN. No CVN would be homeported at Naval Station Mayport under this alternative.
12. **CRU/DES homeporting & LHD homeporting & CVN homeporting** involves the homeporting of eight additional ships, including four DDGs, one FFG, two LHDs, one CVN, additional DESRON staff, as well as dredging, infrastructure and wharf improvements, and construction of CVN propulsion plant maintenance facilities.
13. The **No Action Alternative** would maintain the current level of operations at Naval Station Mayport.