

For More Information



USS America (LHA 6)



Energy and Environmental Highlights

ABOUT THE AMERICA

The fourth ship to bear the name USS America is also the first in its class, replacing the Tarawa-class amphibious assault ship. The LHA 6 reflects an increase in the aviation capacity of future big-deck amphibious assault ships to maximize the Navy's investment in future aircraft. America was built without a well deck but with an extended hangar deck with two higher hangar bay areas, each fitted with an overhead crane for aircraft maintenance. She also provides increased aviation fuel capacity, stowage for aviation parts and associated support equipment.

Amphibious assault ships are capable of launching a coordinated air and sea attack from one platform. Their primary mission is to embark and deploy combat-ready Marines, along with their equipment and supplies, and land them ashore by helicopter and amphibious craft. These ships are also called upon to support humanitarian and other contingency missions on short notice.

ONLINE RESOURCES

USS America Home Page: www.public.navy.mil/surfor/lha6

USS America Facebook Page: www.facebook.com/USSAmerica

U.S. Pacific Fleet Home Page: www.cpf.navy.mil

U.S. Pacific Fleet Facebook Page: www.facebook.com/pages/Pacific-Fleet/313315455431274

Navy Task Force Energy Facebook Page: www.facebook.com/NavalEnergy

Navy Energy, Environmental and Climate Change Web Site: <http://greenfleet.dodlive.mil/home>

USS America Quick Facts

Ship Type:	Amphibious assault ship
Commissioned:	October 11, 2014
Homeport:	San Diego, CA
Fleet Assignment:	Commander Naval Surface Force, Pacific Fleet
Length:	844 feet (257.2 meters)
Beam:	106 feet (32.3 meters)
Displacement:	44,971 tons (full)
Speed:	22+ knots
Manning:	102 Officers and 1,102 enlisted personnel
Motto:	<i>Prepared in War or in Peace</i>
Aircraft Carried:	F-35B Lightning II Strike Fighter aircraft (Short take-off vertical landing variant) MV-22 Osprey tilt-rotor aircraft

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Energy Facts

- Hybrid system of gas turbine engines and electric auxiliary propulsion motors (APM) **provides comparable range** to steam turbine-powered ships of similar size, but **uses less fuel** and enables ship to get underway faster.
- Uses APMs approximately 75 percent of the time for travel at low speeds (<12 knots) and gas turbine engines for higher speeds, **reducing wear and tear** on ship's primary engines.
- Steam plant replaced by **energy-saving** computer-controlled Machinery Control System (MCS) which controls and monitors damage control, ship propulsion, ballasting, fuel fill, and selected auxiliary machinery. This reduces engineering department manning requirements.
- Implements the Navy Incentivized Energy Conservation (iENCON) energy strategies, techniques and training.
- Onboard **energy conservation training** begins with each new crew member's arrival to ensure energy conservation remains a high priority.
- Uses Ship Energy Conservation Assist Training (SECAT) software and meticulous transit planning to **enhance operational efficiency**.
- Zone inspections and hourly tracking of potable water usage and production help **optimize energy and water use**.
- Energy-saving **solid state lighting** used in hangar bay.
- **Stern flap** improves fuel economy.
- Anti-fouling coatings **reduce drag**.



Environmental Facts

- **Plastic waste processors** melt and compress all plastics for onboard storage.
- **Pulpers** shred paper and cardboard for safe disposal at sea.
- **Grinders** process metal and glass into small pieces which are discharged in biodegradable burlap bags to avoid floating debris.
- **Paints, solvents and other chemicals** needed for maintenance are managed via a strict inventory control system.
- **Oil/water separators** and other oil pollution abatement systems keep oil out of the ocean.
- **Tributyltin-free coatings** on ship's hull and propellers help keep surfaces free of biofouling organisms.
- **Ballast tanks** are purged twice with seawater before the ship enters port to avoid introducing invasive species.
- **Ship's lookouts** are trained to spot whales and alert the ship to change course if needed to avoid collisions with marine life.

