2018 NOMINATION FOR CHIEF OF NAVAL OPERATIONS ENVIRONMENTAL AWARD-MILITARY SEALIFT COMMAND

USS FRANK CABLE (AS 40)(FCB) is a forward deployed submarine tender homeported in Guam whose primary mission is to provide critical war fighting repairs, rearmament, and reprovisioning to the deployed Naval Forces of the United States operating in U.S. FIFTH and SEVENTH Fleet Areas of Responsibilities. The capabilities FCB brings, with her combined U.S. Navy and Military Sealift Command (MSC) crew of over 900 personnel, provide vital flexibility to the fleet commander, extending the range and impact of U.S. Naval Forces. For the majority of 2018, FCB was Lead Tender while fulfilling her role as Lead Maintenance Activity.

FCB’s Repair Department flawlessly executed 180,000 man hours during 7 Continuous Maintenance Availabilities (CMAVS), 23 Voyage Repair Periods (VRP), and 9 Fly-Away Team (FAT) Missions. FCB accomplished five berth-shifts, two emergency sorties, nine USN submarine moorings outboard, and 2 allied submarine moorings in 2018. The 2 allied submarine moorings were first ever proof of concepts, in which FCB personnel fueled, provided electrical power, sanitary services, and potable water services to Royal Australian Navy and Japanese Maritime Self-Defense Force submarines.

FCB maintains an inventory of 530 different HAZMAT items in inventory, and properly disposed of 116 tons of HAZWASTE. Additionally, FCB was solely responsible for the execution of 33 Radioactive Material shipments, 3360 man hours of Environmental Monitoring, performed first time accomplishment of an effluent receipt from an SSGN in Guam, and delivered over 475,000 gallons of Pure Water to nuclear powered warships without incident. Our exemplary environmental stewardship initiatives demonstrate FCB commitment to protecting the environment and adhering to all environmental standards and program requirements, while achieving her mission and defending freedom.

FCB had zero significant environmental incidents during 2018. Highlights from 2018 include:

- FCB has continued efforts to replace over 5000 fluorescent and incandescent bulbs with light-emitting diode (LED) lights. LED lights are mercury free, do not cause heat buildup (reducing air conditioning costs), are more efficient than fluorescent bulbs, last up to 10 times as long as fluorescent lighting, and reduce lighting costs by approximately 50%.
- FCB had 280 volunteers devote 2,933 volunteer hours on 21 environmental stewardship projects through ground clean-ups near environmentally sensitive marine ecosystems, trail restoration, supporting local sustainable agriculture, memorial caretaking, and reduction in environmental pollution projects which has greatly enhanced local environmental conditions and positively influenced community relations.
- The Engineering department monitors stack emissions during underway periods and excess oxygen production to ensure the ship always uses the most economical transit speed for fuel conservation, unless mission priority dictates otherwise. Our boiler control system is routinely inspected and calibrated to ensure maximum energy conservation and minimal stack emissions.
• All air conditioning was completely and sequentially overhauled in 2018, ensuring all leaks identified were corrected.
• FCB relentlessly strives to procure the least hazardous material to properly perform our mission, ensures all personnel utilizing HAZMAT are properly trained on usage and thinning restrictions, and only uses low Volatile Organic Compound (VOC) paint. All HAZMAT storerooms are inspected quarterly by the Safety and Supply departments to ensure storage requirements of VOCs meet and exceed all applicable standards.
• FCB MSC Engineering complies with the International Convention for the Prevention of Pollution from Ships (MARPOL), which requires ships to not discharge graywater or black water within 12 nautical miles of land. These efforts have prevented unsightly discharges into sensitive waters, often within or near popular seaside attractions.
• Oil spill kits are inventoried quarterly. FCB conducts quarterly Oil and HAZMAT spill response drills and quarterly training on notifications and reporting requirements, shipboard mitigation procedures, shore side response activities, exercise requirements, and emergency response to ensure preparedness.
• FCB safely handled 1,899,967 Gallons of Diesel Fuel Marine (DFM) and transferred 66,381 Gallons of DFM to Tended Units without incident. FCB is often tasked with acting as a mobile shore Repair facility for submarines alongside in ports that lack capabilities to provide shore services. FCB focuses on minimizing the generation of bilge water, which would normally be pumped ashore or pumped overboard through the oil/water separator.
• At-sea, solid waste is segregated and disposed of in accordance with SMS and OPNAVINST 5090.1D requirements. We have adopted more stringent garbage discharge restrictions at sea than required, only pulverized food waste and paper trash can be discharged overboard when greater than 25 miles from land and all personnel are trained on the restrictions. Procedures and controls ensure the ship was compliant, allowable solid waste discharges were made with minimal environmental impact while at sea, and no plastic waste was disposed of at sea.
• MSC pre-calculates the amount of food crew members consume during each meal to eliminate waste, conserve man-hours, power, and minimize water consumption.
• HAZMAT reduction and reuse efforts greatly minimize the amount of HAZWASTE generated. Navy and MSC Supply Departments work together to minimize the amount of new HM brought onboard and HW generated. The HAZMAT team maintains a stock of 530 items and their diligent efforts to reduce inventory and to mitigate potential for hazardous spills has enhanced the safety and health of our crew.
• All potentially recyclable materials are saved from the waste stream for recycling.
• FCB watchstanders exercise caution when operating in areas likely to contain marine mammals and utilize PMAP prior to conducting all at-sea training and testing events. Lookouts are posted and briefed to secure the evolution in the presence of marine mammals. Monitoring ensures that the most current data and combination of techniques is used for detection and observation of marine animals.