

DEPARTMENT OF THE NAVY  
MILITARY SEA TRANSPORTATION SERVICE  
WASHINGTON, D. C. 20390

COMSTSINST 8023.1C CH 2  
M-32  
17 December 1968

COMSTS INSTRUCTION 8023.1C CHANGE TRANSMITTAL 2

From: Commander, Military Sea Transportation Service  
To: Distribution List

Subj: Safety regulations governing the handling and transportation  
of ammunition and other dangerous cargoes

Encl: (1) New pages 7,8 and 9 to subject instruction

1. Purpose. To incorporate a reporting requirement for ships  
delayed pending receipt of dangerous cargo documentation.

2. Action. Remove present pages 7, 8 and 9 and replace with  
enclosure (1).

3. Cancellation. This Transmittal is cancelled when the change  
has been made. This Transmittal also supersedes Change 1.

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Deputy

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18. Aircraft.

a. Except as otherwise provided unarmed aircraft of all types, whether propelled by gasoline or jet fuels, shall be transported in controlled ships with the tanks completely defueled, gas free, and with battery or auxiliary engine starting leads removed from terminals, adequately taped and secured.

b. When rotary winged aircraft are loaded into MSTS controlled ships for delivery at destination by the "fly-off" method the following practices and procedures apply (required material and personnel to perform this method of delivery will be provided by the shipper):

(1) The carriage of aircraft for "fly-off" delivery parallels the conditions for which existing regulations in reference (c), for the carriage of automobiles or other self-propelled vehicles with fuel in tanks when carried in spaces not specifically designated for such carriage are promulgated.

(2) These regulations are expanded to encompass "fly-off" delivery as follows:

(a) Aircraft using JP-5 as fuel may be carried below decks; those using more volatile fuels must be carried on deck, unless waivers of reference (c) are obtained.

(b) Batteries shall be disconnected and the terminals taped and tied off to prevent grounding or sparking. Reconstructions will be made only after the aircraft is raised or moved to the "fly-off" deck for servicing.

(c) Sufficient fuel may be carried in the tanks to accomplish the "fly-away" to a contiguous shore delivery point but shall be kept to a minimum. Waivers will be obtained when fuel required is in excess of amount specified in reference (c). Fuel tanks will be disconnected at the outlet drain and sealed off prior to initial loading and not reconnected until ready for servicing on deck.

(d) When carried in other than nucleus T-AKV's the carrier ship shall limit stowage of fueled aircraft to holds provided with mechanical ventilation which shall be kept in operation so long as aircraft are stowed below deck.

(e) The ship's fixed fire extinguishing system shall be in good operating condition.

(f) Any electrical equipment in the ship's holds except fixed explosion proof lighting shall be disconnected from its power

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source at a location outside the compartment where the aircraft are stowed.

(g) Aircraft shall be stowed to permit inspection during transit, properly secured with both high and low tiedowns and each aircraft shall be provided with a metal drip pan under its engine(s).

(h) The shipper shall provide sufficient escort personnel trained in aircraft firefighting to maintain "around the clock" security. In USNS T-AKVs where crews are specially trained in aircraft firefighting procedures, MSTS area commanders may reduce this personnel requirement.

(i) Prior mutually acceptable arrangements by the shipper, the MSTS area commanders, and the Master of the carrying ship will be made to effect the timing, take off signals, safety patrols, firefighting plans, safety requirements, and further processing of aircraft incident to stowage and "fly-off" procedures.

(j) Prior to commencement of loading, the following minimum materials will be provided by the shipper to each ship assigned to lift rotary winged aircraft for "fly-off" delivery:

1. Four 100-pound CO<sub>2</sub> hose reel type systems on flight deck and 2 in each below flight deck stowage space.

2. One hundred gallons of mechanical foam in 5-gallon cans.

3. Twenty 5-pound dry chemical extinguishers; or sufficient to provide 5 each below flight deck stowage space.

4. Four asbestos firefighting proximity suits for the escort personnel.

5. One 6-foot square sheet metal drip pan per engine per helicopter loaded, or employ other acceptable means to prevent fuel or lubricants from dripping on decks.

(k) Where aircraft are launched at an appreciable distance from shore the carrying ship will provide a standby boat and crew ready to undertake rescue operations, in addition to any similar facilities provided by the shipper.

\* 19. Reports. When ships are delayed pending necessary documentation of dangerous and explosive cargo, ship demurrage will be charged to the activity responsible for the delay; normally this will be the activity

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responsible for preparation of ocean documentation. MSTS activities will report to COMSTS, by message, each instance of ships delayed awaiting required dangerous cargo documentation. Include in this message pertinent information which will permit demurrage billing to the responsible activity, including: ship name, voyage number, loading port, activity responsible for ocean documentation, date and time loading completed, date and time documentation put on board the ship, and any other additional information considered pertinent. This report is assigned report symbol MSTS 8023-1 and authorized for transmission during MINIMIZE under category 5.

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