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JUL 8 1968

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

USNS POPE T-AP110
COMSTSINST 8023.1C
M-321
14 June 1968

COMSTS INSTRUCTION 8023.1C

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

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

Ref: (a) RULES AND REGULATIONS FOR MILITARY EXPLOSIVES, CG 108, August 1, 1962
(b) OPNAV INSTRUCTION 8023.7 (Rules and regulations for transportation and stowage of military explosives or other dangerous articles on board vessels) (NOTAL)
(c) CODE OF FEDERAL REGULATIONS, Title 46-Shipping, Parts 146 to 149
(d) NAVORD OP2165 (VOL 1) (NOTAL)

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1. Purpose. This instruction emphasizes and supplements the provisions of Federal and Service regulations pertaining to safety precautions to be observed in the handling, stowage, and carriage of ammunition, explosives, and other hazardous cargoes in MSTS controlled ships.

2. Cancellation. COMSTS INSTRUCTION 8023.1B is cancelled.

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3. Background. Reference (a) which republishes a part of reference (c) as the familiar "RED BOOK", was prepared by the Commandant of the Coast Guard, working in conjunction with representatives of the Army, Navy, and Civil Agencies concerned. Commander, Military Sea Transportation Service contributed materially to the preparation of the regulations which are promulgated in reference (c). MSTS commands have been provided with copies of reference (a). This instruction is in conformity with, and supplements, reference (b). Reference (d) provides supplemental guidance for use by Naval Traffic Managers in the safety aspects in handling of ammunition and explosives.

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4. Scope. The regulations contained in the references and the instructions contained herein are applicable to all MSTS controlled ships engaged in the carriage of ammunition, explosives, and other dangerous materials as cargo. MSTS controlled ships include the following categories of passenger and cargo ships: Nucleus-fleet ships (USS/USNS), time and voyage-chartered ships, and ships allocated by the National Shipping Authority, Maritime Administration (General Agency Agreement). Tankers, which are covered by separate regulations, are not within the scope of this instruction.

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5. Command Responsibility. MSTS commands are charged with the responsibility for insuring that controlled ships designated to load explosives or hazardous material are in condition to receive such cargo prior to the commencement of loading. In this connection, they shall insure that the Master or Commanding Officer has, or obtains reference (a), a copy of any local regulations pertaining to the handling of hazardous cargoes, a copy of this Instruction and a copy of any special regulations which are known to be in effect at ports of call. They shall insure that ships laden with explosives which are to transit the Panama Canal, or call at a port in the Panama Canal Zone, are provided with a "Declaration of Explosive Cargo Carried" as required by the "Rules and Regulations Governing the Navigation of the Panama Canal and Adjacent Waters". Ships shall be provided with any special regulation or literature pertaining to a hazardous commodity not adequately covered by existing regulations.
- * 6. Master's Responsibility. The Master or Commanding Officer is always responsible for the safety of his ship, and he may issue such additional safety orders as he deems necessary. When, in the Master's judgment, a hazardous cargo is not being handled, stowed or manifested in accordance with regulations, he will stop the operation until the improper practice or deficiency is corrected. Any disagreement which may arise in U.S. ports between the Master and the terminal activity regarding proper handling or stowing, and manifesting of the cargo, will be referred by the Master to the appropriate MSTS commander or his representative, and the Captain of the port for guidance, with a full statement of the circumstances leading to the Master's stopping of the operation. When such disagreement arises in overseas ports where no MSTS representative is present, the Master may refer the matter to the cognizant area or subarea commander for guidance.
7. Amplification. This Instruction may be amplified as local situations require. Copies of such amplifying instructions shall be forwarded to COMSTS.
8. Safety Inspector. MSTS commands having cognizance over the loading or discharge of ammunition and other hazardous cargoes shall appoint a safety inspector from among the qualified members of their respective staffs. The safety inspector shall be responsible for insuring that ships' officers and MSTS personnel involved in the operation are indoctrinated in the safety regulations and precautions to be observed. Continuous observation of the loading and discharging operation by the safety inspector is not required. The safety inspector will arrange to visit ships engaged in loading and discharging hazardous cargo as frequently as local conditions and circumstances may require. The safety inspector will assist the Commanding Officer or Master in all matters pertaining to the loading or discharging operation, including providing liaison between the ship and the terminal activity.

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9. Inspection. Prior to loading military explosives in any controlled ship, an inspection shall be conducted by the Master, a representative of the terminal activity, and an MSTS representative. MSTS Form 9032-1, Ship Readiness Inspection for Hazardous Cargo, is to be used as a guide to the inspection party; however, it is not intended to restrict the extent to which the inspection is to be conducted. MSTS commands will submit requisitions for additional copies of MSTS Form 9032-1 to COMSTS.

10. Applicability of Foreign Regulations. Addressees are directed to comply with all local regulations issued by foreign authorities to the extent that such regulations supplement reference (c), which, in any case, will be regarded as minimum requirements in any port. In the absence of any specific local regulations or instructions, addressees shall be governed by a scrupulous regard for safety at all times.

11. Waiver of Applicability. In the event that an MSTS commander is convinced that the regulations contained in reference (a) are inappropriate in any specific instance, the details of the situation shall be communicated to COMSTS for determination.

12. Permit to Handle. The area or subarea commander having cognizance over any port of the U.S. or its territories shall insure that a permit to handle military explosives, lethal chemicals or other dangerous articles is obtained from local Coast Guard authority in accordance with section 146.29-13 of reference (a). Overseas area and subarea commanders shall insure that all controlled ships conform in this regard with local government regulations.

13. Stowage Plans and Manifests. In preparing to load any cargo into a controlled ship, the loading activity is required to submit a pre-stowage plan accompanied by a preliminary manifest of all explosives and other dangerous articles comprising the cargo to be loaded into the vessel to the cognizant MSTS representative for his review. His review will determine whether the cargo compatibility and the configuration of the spaces to be loaded conform to the requirements of the regulatory agencies. After review the MSTS representative submits the prestowage plan and preliminary manifest to the ship's Commanding Officer or Master for approval. As a prerequisite to approval by the MSTS representative and ship's Commanding Officer or Master, sufficient information must be provided on each plan and preliminary manifest to permit identification of the Coast Guard class of each lot of cargo. The location of each different class of explosives or other dangerous articles must be sufficiently specific in each plan and preliminary manifest to permit analysis of compatibility and safety of stowage. Any cargo for which a Coast Guard class cannot be identified is to be considered "suspect" and treated in accordance with paragraph 15 below. If there is no MSTS shore representative, the loading activity submits the prestowage plan and the preliminary manifest directly to

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the ship's Commanding Officer or Master. As indicated in paragraph 6 above, the ship's Commanding Officer or Master has the final responsibility and authority to approve or disapprove prestowage plans, amendments thereto, and the final stowage plan. The ship's Commanding Officer or Master will not sail the ship until the complete dangerous cargo manifest required by MILSTAMP and final stowage plan are delivered aboard the ship.

- * 14. Cargo Handling. It is the responsibility of the terminal activity to perform or provide for the loading and discharge of all cargo. In the handling of ammunition and other hazardous cargo the terminal activity must furnish a qualified expert to supervise operations. Loading and unloading parties must be adequately briefed on the operation. It is sometimes necessary to load or discharge hazardous cargo in ports or areas where experienced stevedoring personnel are not available. In such instances, it is the responsibility of the terminal activity to provide sufficient expert supervision to insure that cargo will be safely handled. As indicated in paragraph 6 above, the ship's Commanding Officer or Master has final responsibility and authority to approve or disapprove the manner in which cargo is to be handled, or is being handled.
- 15. Unclassified or "Suspect" Materials. Military explosives, chemicals or hazardous materials not classified by reference (a) shall be handled and stowed in accordance with special instructions issued by the activity owning the cargo. The shipper shall provide the MSTS activity and the Master with complete information on the characteristics and special stowage requirements of unclassified or "suspect" material. The loading or unloading or dumping of unclassified or "suspect" material shall be under the direct supervision of a specialist familiar with the peculiarities of the material. Ammunition, explosives, chemicals and other hazardous materials not known to be safe shall be regarded as "suspect" and shall not be accepted until certified safe for shipment by the shipper. Examples of hazardous material to be regarded as "suspect" are as follows:
 - a. Deteriorated or damaged ammunition, explosives, or chemicals to be disposed of by dumping at sea. Cargo to be dumped shall be so prepared (including preparation for negative buoyance, if required) prior to loading so as to require no treatment aboard ship other than movement to and from place of stowage.
 - * b. Ammunition or explosives offered for shipment from foreign stowage, origin or service.
 - c. Dynamite which is over six months old.
 - d. Wet packed explosives which show signs of drying.

16. Vehicles.

a. Except as otherwise provided wheeled or tracked vehicles of all types, whether propelled by gasoline or diesel fuel, shall be transported in controlled ships with tanks completely defueled, gas free, and with battery leads removed from terminals, adequately taped and secured.

b. Procedures for obtaining waivers of navigation and vessel inspection laws to permit MSTS controlled ships to carry out their assigned missions in support of troops deployed under emergency conditions are contained in COMSTS INSTRUCTION 5800.2.

17. Fueled Vehicles.

a. Wheeled and tracked vehicles ready for operation with fuel in tanks may be transported in controlled ships under the following conditions.

(1) Where controlled ships operate as a part of an amphibious task force and the orders of the Navy Task Force Commander so specify.

(2) On landing-type ships and on "roll-on/roll-off" ships especially designed for the transportation of such vehicles, and operating an efficient means of exhausting all noxious or combustible gases to the open air.

b. When fueled wheeled and tracked vehicles are transported, the following safety precautions shall be observed except when the Commander of the Amphibious Task Force deems it necessary for operational reasons to suspend observation of one or more of the following precautions:

(1) Detailed inspection of all fuel systems of motor vehicles shall be made to insure against leaks.

(2) Such precautions as necessary shall be taken to prevent spillage of fuel due to movement of the vehicle, motion of the ship, or to expansion of the fuel.

(3) Fire-fighting equipment of continuous foam and portable CO₂ types, fog nozzles, rescue-breathing apparatus and proximity fire-fighting clothing shall be kept ready for immediate use.

(4) Propulsion motors shall be shut off and not restarted until the ship has completed its voyage.

(5) Vehicle lights shall be shut off and not be relighted until the ship has completed its voyage.

(6) Brakes shall be set and the vehicle adequately secured.

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(7) The frames of all vehicles shall be grounded during passage.

(8) All smoking and open fires shall be prohibited in any hold in which vehicles are stowed, and in a wide danger area around the vehicles when stowed on deck.

(9) "NO SMOKING" signs shall be posted in all appropriate holds and areas.

(10) No vehicles shall be fueled or defueled below decks except in cases of urgent necessity and then only with specific permission of the Commanding Officer or Master and under the careful supervision of a ship's officer.

(11) Only repairs or adjustments of an urgent nature may be made to vehicles while on board the ship.

c. Vehicles, whether self-propelled or not, fitted with refrigerating or heating equipment, using a flammable liquid or gas as fuel, may be accepted for transportation on landing-type ships and "roll-on/roll-off" ships. Such refrigerating or heating equipment may be operated while the vehicles are on board, subject to observance of the following precautions in addition to those listed in paragraph 17,b.

(1) Installations shall be rigidly mounted and free of any movement other than normal vibration of operation.

(2) A shut-off control, easily accessible to the operator, shall be fitted to the fuel and electrical supply of refrigerating or heating equipment.

(3) Refrigerating or heating equipment, while in operation aboard ships, shall be under constant supervision by qualified personnel either from ship's complement or shipper service personnel.

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(4) Auxiliary or fitted fuel tanks for the supply of refrigerating or heating equipment shall be of sufficient capacity to contain fuel for the duration of the expected voyage. Such tanks shall not be refueled except in cases of urgent necessity and then only with the specific permission of the Commanding Officer or Master.

(5) The Commanding Officer or Master may, when he deems necessary for any cause, require the cessation of operation of refrigerating or heating equipment attached to a vehicle while on board the ship.

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. Reconnections 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

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.

(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 CO₂ 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.

(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.

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