

NAVSEA
STANDARD ITEM

FY-17

ITEM NO: 009-28
DATE: 30 JUL 2015
CATEGORY: I

1. SCOPE:

1.1 Title: Fire Prevention Requirements; accomplish

2. REFERENCES:

2.1 NFPA 701, Standard Methods of Fire Tests for Flame Propagation of Textiles and Films

3. REQUIREMENTS:

3.1 Provide a representative whose purpose is to coordinate and be responsible for the management of all project temporary services, including services provided by other maintenance activities.

3.2 The following applies to routing of temporary services through installed ship hull openings, both exterior and interior, designed for personnel ingress and egress:

3.2.1 Doorways: Limit temporary services to the top most 8 inches of the opening. The vertical height of the door, with services run, shall be no less than 50 inches.

3.2.2 Hatches: Temporary services routed through hatches shall fit between the hatch coaming and ladder. The size of the opening, with services run, shall be no smaller than 28 inches in diameter.

3.3 In the event temporary services cannot be routed through interior and exterior installed shipboard personnel openings in accordance with the direction provided above, additional access cuts shall be utilized for routing of temporary services or personnel access and egress. Deviation from this requirement must be adjudicated by the SUPERVISOR.

3.3.1 Submit one legible copy, in hard copy or approved transferrable media, of each approved deviation to the SUPERVISOR, Code 106.

3.4 Submit one legible copy, in hard copy or approved transferrable media, of a consolidated drawing in the format of a damage control diagram, depicting all services entering the ship to the SUPERVISOR within 2 days of availability start date.

3.4.1 The drawing shall be updated weekly, or immediately to reflect significant changes, and shall be suitable for use by emergency responders for isolation of services during an emergency. (See 4.1)

3.4.2 At a minimum, the drawing shall include:

3.4.2.1 Type and description of service

3.4.2.2 Shore side shut-off points

3.4.2.3 Route of service through the ship

3.4.2.4 Location of quick disconnect fittings

3.4.2.5 Identification of vital services and any cautions for vital services.

3.5 Install quick disconnect fittings (QDF) within **6** feet of hull penetrations used for personnel access to facilitate the deployment of smoke control curtains. Where it is necessary to support a service between a QDF and the designated boundary or hull penetration, the type of support shall not prevent rapid clearing of services from the opening.

3.5.1 For hull openings used for services only, a QDF is not required, provided the opening is fitted with an air and smoke control curtain that remains in place around the services.

3.5.1.1 Curtains shall be made of fire retardant fabric in accordance with 2.1.

3.6 Temporary enclosures erected around hull access openings shall be constructed with openings and removable covers to accommodate standard smoke control ventilation fans (e.g., damage control box fans). If the enclosure is constructed with ventilation fans installed, the fans shall be equipped with reverse air flow capability.

3.7 Ensure that adequate protection is provided during installation, operation, and removal of temporary services. For fluid systems, spray protection shall be installed at each mechanical joint of a temporary system that is inside of the hull of the vessel, in the vicinity of shore power or electrical equipment, or in the vicinity of hull openings to prevent fluids other than air spray on ship's equipment. Spray protection shall consist of adequate see through sheeting (minimum 5 mils thickness) around each joint secured by several wraps of tape allowing view of the component as much as possible. Anti-chafing protection shall be installed around services in particular areas (i.e., hatches, high traffic areas, vicinity of sharp objects) where there is a high risk of damage.

4. NOTES:

4.1 Drawings will be stored/located at Quarterdeck and Damage Control Central for use by emergency responders.

4.2 Air and smoke control curtains are not intended to provide an air tight seal of the hull opening. The curtains are to ensure that emergency responders can control the flow of air and smoke through the opening to allow for de-smoking of compartments, and minimize "chimney" effects.