

NAVSEA  
STANDARD ITEM

FY-21

ITEM NO: 009-70  
DATE: 01 OCT 2019  
CATEGORY: I

1. SCOPE:

1.1 Title: Confined Space Entry, Certification, Fire Protection, Fire Prevention and Housekeeping for Unmanned Vessels; accomplish

2. REFERENCES:

2.1 Standard Items

2.2 29 CFR Part 1915, Occupational Safety and Health Standards for Shipyard Employment

2.3 29 CFR Part 1910.134, Occupational Safety and Health Standards, Respiratory Protection

2.4 NFPA Standard 312, Standard for Fire Protection of Vessels During Construction, Repair, and Lay-up

2.5 American Conference of Government Industrial Hygienists (ACGIH) Threshold Limit Values for Chemical Substances and Physical Agents

2.6 NAVSEA OP-4, Ammunition and Explosives Safety Afloat

3. REQUIREMENTS:

3.1 Comply with the requirements of 2.2 through 2.4 and this item for an unmanned vessel to determine whether or not an explosive or other dangerous atmosphere exists in tanks, spaces, and associated piping, including adjacent tanks, spaces, and piping, aboard the craft and control hot work and entry to those spaces to preclude damage to the craft or injury to personnel during the accomplishment of this Job Order.

3.1.1 Submit one legible copy, in approved transferrable media, of a list of tanks or spaces to be opened or certified to the SUPERVISOR at least one day prior to opening the tank or void.

3.1.1.1 Comply with additional requirements NAVSEA Standard Items when accomplishing work in Collection, Holding and Transfer (CHT) and Motor Gasoline (MOGAS) tanks, spaces, or associated piping. (See Note 4.6)

3.1.1.2 For fuel tanks or spaces that contain or have contained fuel, including F-76 and JP-5, in addition to the atmospheric testing required by 2.2, test for diesel fuel (CAS No. 68334-30-5; 68476-30-2; 68476-31-3; 68476-34-6, 77650-28-3) as total hydrocarbons in accordance with 2.5, and record total hydrocarbon test results on the Marine Chemist Certificate or Competent person's tests/inspection record.

3.1.2 Provide initial and annual update training for Competent Persons by utilizing a National Fire Protection Association (NFPA) Certified Marine Chemist or NFPA Instructor. The length of the initial training class must be at least 24 hours. Annual update training must be at least 8 hours.

3.1.2.1 Maintain a current roster of designated Competent Person(s) and copies of certificates of completion for the training required in 3.1.2 for reference by the SUPERVISOR. Submit one legible copy, in approved transferrable media, of the specific documents when requested by the SUPERVISOR.

3.1.3 Post a copy of the Marine Chemist Certificate, Certified Industrial Hygienist's test/inspection record, or Competent Person's test/inspection record at each access to the affected space while work in the space is in progress. When requested, a copy of the MCC or test/inspection record must also be delivered to a location designated by the SUPERVISOR. In the event that the space is identified to be NOT SAFE FOR WORKERS or NOT SAFE FOR HOT WORK, the space must be posted accordingly and other affected contractors, the SUPERVISOR and Ship's Force (if applicable) must be notified immediately. The posted copy must be clearly visible and legible.

3.1.3.1 Initial certification of spaces that require a Certified MCC or Certified Industrial Hygienist's test/inspection record in support of work operations must be effective until conditions change which would void the certificate or test/inspection record. A Competent Person must conduct the same Atmosphere testing as annotated on the MCC Certified Industrial Hygienist's test/inspection record.

3.1.3.2 For those certified spaces which employees will enter, a Competent Person must visually inspect, test and record each space certified as ENTER WITH RESTRICTIONS or SAFE FOR WORKERS as often as necessary, and as a minimum, prior to entry by employees on a daily basis. If a space is not to be entered on any given day, it is not required to be inspected and tested by a Competent Person. The initial MCC remains valid if conditions have not changed, unless noted on the MCC.

3.1.3.3 For those certified spaces affected by hot work, a Competent Person must visually inspect, test and record each space certified as SAFE FOR HOT WORK as often as necessary and, as a minimum, daily prior to commencement of hot work to ensure that conditions established by the certificate are maintained. When hot work is continuous, the

affected spaces must be visually inspected, tested, and recorded on a daily basis to maintain the SAFE FOR HOT WORK certification.

3.1.3.4 If a Competent Person finds that the conditions within a certified space fail to meet the applicable requirements for which it was certified, work in the space must be stopped and may not be resumed until the space has been recertified by a Marine Chemist.

3.1.3.5 For those spaces where only Competent Person tests and inspections are required in accordance with 2.2, a Competent Person must visually inspect and test each space as often as necessary and, as a minimum, daily prior to entry or commencement of hot work to ensure that conditions are safe.

3.1.3.6 After the Competent Person has determined initially that a space is safe for entry and finds subsequently that the conditions within the tested space fail to meet the requirements of 2.2, work must be stopped until the conditions in the tested space are corrected, the space is retested, reinspected, and a new record of tests/inspections is recorded and posted.

3.1.3.7 Allow Navy civilian and military personnel to enter under the certificate or test / inspection record for inspection purposes.

3.1.4 Tank cleaning personnel must be trained annually on safety practices to include a discussion of safety information found in Subparts A, B, and Section 1915.152 of Subpart I of 2.2.

3.1.5 Maintain a current roster of the names of the Shipyard/Plant Rescue Team Members, along with contractor certification that training requirements of Subpart B of 2.2 have been accomplished and are current for each Rescue Team Member, or documentation of arrangements made for an outside rescue team to respond promptly to a request for rescue service in a contractor facility. Submit one legible copy, in approved transferrable media, of the specific documents when requested by the SUPERVISOR.

3.1.5.1 At a naval facility, the Navy will respond.

3.1.6 Spaces that are determined to contain Immediately Dangerous to Life or Health (IDLH) atmospheres must never be entered except for emergency rescue or for short duration for installation of ventilation equipment in accordance with 2.2 and 2.3. When entering IDLH spaces for the purpose of installing ventilation, notify the SUPERVISOR prior to entry. Notifications of rescue must be made as soon as management becomes aware of such an event.

3.1.7 Confirm that all personnel have exited the space prior to closure of tanks, voids, and cofferdams. Designate one person to account for all personnel who may have entered the space.

3.2 Provide a written notice for each job or separate area of hot work aboard craft.

3.2.1 The notice must state a description of the work to be done, the specific location, to include compartment number, of the hot work, and compartments adjacent to decks, bulkheads, and similar structures upon which hot work is to be accomplished, the time hot work will commence, current gas-free status of the area (if required), the absence or existence of combustible material within 35 feet in any direction of the operation (or further, if affected by the operation), and if combustible material exists, what action must be taken to protect the material from fire, the provision and assignment of a fire watch, and the affirmation that conditions at the work site (ventilation, temporary lighting, accesses) permit the fire watch(es) to have a clear view of and immediate access to all areas included in the fire watch.

3.2.2 The notice must affirm that a suitable, fully-charged fire extinguisher must be available at the work site and provide for an inspection of the area 30 minutes after completion of the hot work or the cessation of hot work at the work site unless the contractor's Hot Work Supervisor surveys the affected work area and determines that there is no further fire hazard as the final action to complete the notice.

3.2.3 The notice must be signed by a supervisor specifically designated as responsible for coordination of the hot work and the fire watch requirement for each shift where hot work is being conducted.

3.2.4 One copy of each notice must be given to the SUPERVISOR when requested and at a minimum, one copy of each notice must also be conspicuously posted at the location where the hot work is being accomplished.

3.2.4.1 Deliver written notification of hot work planned Tuesday through Friday to the SUPERVISOR at least 30 minutes and not more than 24 hours preceding start of work.

3.2.4.2 Deliver written notification of hot work planned over a weekend or Monday following that weekend to the SUPERVISOR no later than 0900 on the Friday immediately preceding that weekend.

3.2.4.3 Deliver written notification of hot work planned on a federal holiday and on the day following the federal holiday to the SUPERVISOR no later than 0900 of the last working day preceding the federal holiday.

3.2.4.4 The notice must be effective for 24 hours unless a shorter period is specified in the contract or the gas-free status of the work area or system requires stopping the work. A new notice is required if work is interrupted due to loss of gas-free status.

3.3 Provide trained fire watches, at all affected areas where hot work is being accomplished. Provide fire extinguishing equipment as described in 2.2, and 2.4.

3.3.1 The program utilized to train fire watches must be in accordance with the requirements of 2.2 and include steps to be taken by the fire watch and hot work operator prior to accomplishment of hot work, proper selection and use of fire extinguishing equipment and

other safety equipment, relationship between the fire watch and hot work operator, proper fire reporting procedures and other sounding of fire alarms, and reporting of fires to the ship's Quarterdeck. A means of communicating between all fire watches and their corresponding hot workers must be provided. This training must include theory and practical (hands-on) fire suppression techniques. This training must be provided to all newly assigned fire watches, with annual updates provided to personnel. Provide visible means of identifying trained fire watches, i.e., badge, sticker, vest, etc.

3.3.1.1 Submit one legible copy, in approved transferrable media, of the training program when requested by the SUPERVISOR.

3.3.2 Each fire watch attending worker(s) accomplishing hot work must be equipped with a fully-charged and operable fire extinguisher, have immediate access and an unobstructed view of the affected hot work area to which they are assigned and must remain at the work site for 30 minutes from the time the hot work is completed unless the contractor's Hot Work Supervisor surveys the affected work area and determines that there is no further fire hazard.

3.3.2.1 The fire watch must not accomplish other duties while hot work is in progress.

3.3.3 Where several workers are accomplishing hot work at one site, the fire watch must have a clear view of and immediate access to each worker accomplishing hot work.

3.3.3.1 No more than 4 workers must be attended by a single fire watch.

3.3.4 In cases in which hot material from hot work may involve more than one level, as in trunks, machinery spaces, and on scaffolding, a fire watch must be stationed at each level unless positive means are available to prevent the spread or fall of hot material.

3.3.5 In cases where hot work is to be accomplished on a bulkhead or deck, combustible material must be removed from the vicinity of the hot work on the opposite side of the bulkhead, overhead, or deck, and a fire watch must be posted at each location.

3.3.5.1 If multiple blind compartments are involved in any hot work job, fire watches must be posted simultaneously in each blind area.

3.3.6 Comply with the firefighting and fire prevention requirements of 2.6 prior to hot work operations in or adjacent to areas containing ammunition or explosives.

3.3.6.1 Hot work must not be conducted during any logistics or maintenance movement of ammunition or explosives.

3.3.7 No hot work must be performed without an operational general announcing system, i.e., Ship's IMC, or a documented communication strategy approved by the SUPERVISOR.

3.4 Locate oxygen, acetylene, fuel gas, toxic, oxygen depleting (OD) gas supply systems off the craft. Manifolds connected to pierside supply systems may be placed on board as long as they are equipped with a shutoff valve located on the pier. The pierside shutoff valve must be in addition to the shutoff valve at the inlet to each portable outlet header required by 2.2.

3.4.1 Oxygen, acetylene, fuel gas, toxic, and OD gas supply systems must be stored to prevent collisions by trucks, forklifts, falling objects, etc.

3.4.2 Liquid oxygen (LOX) tanks must be staged in designated locations on the quay wall/pier to be determined jointly by the contractor, Ship's Force, and the SUPERVISOR.

3.4.3 When gas cylinders are in use on board the craft, they must be located on the weather decks or in a location determined jointly by the contractor and the SUPERVISOR and must be secured in cylinder racks, and in an upright position. The number of in-use cylinders must be limited to those which are required for work in progress and which have pressure regulators connected to the cylinder valves. On-board reserve gas cylinders must not exceed one-half the number of in-use cylinders and must be located in a remote area of the weather decks or in a location determined jointly by the contractor and the SUPERVISOR. Reserve acetylene cylinders must be secured in an upright position.

3.4.4 When not in use, gas cylinders and manifolds on board must have valves closed, lines disconnected, protective cover (cap) in place, and must be secured. Acetylene cylinders must be secured in cylinder racks and in an upright position.

3.5 Each inert gas/oxygen depleting (OD) fuel gas and oxygen hose run must be positively identified with durable unique markings that include maintenance activity name, service type, location, and shore side shut-off points. Tags must be located (at a minimum) at the source, point of entry aboard ship, at each connection point (including quick disconnects), and termination point.

3.5.1 Unattended hose lines or torches are prohibited in confined spaces.

3.5.2 Unattended charged hose lines or torches are prohibited in enclosed spaces for more than 15 minutes.

3.5.3 All hose lines must be disconnected at the supply manifold at the end of each shift.

3.5.4 All disconnected hose lines must be rolled back to the supply manifold or to open air to disconnect the torch; or extended fuel gas and oxygen hose lines must not be reconnected at the supply manifold unless the lines were given a positive means of identification when they were first connected and the lines are tested using a drop test to ensure the integrity of fuel gas and oxygen burning system. Alternate procedures must be approved by the SUPERVISOR.

3.5.5 Upon completion of system hook-up, accomplish a pressure drop test to include the torch, hoses, and gauges.

3.5.5.1 Apply pressure to the system. Back off pressure by turning off the valve supplying gases to the system. If the pressure on the gauge drops, a leak in the system exists. If the pressure on the gauge does not drop, the system is tight.

3.5.5.2 After applying pressure, wait 2 minutes to ensure pressure does not drop.

3.5.6 The use of gas hose splitters is prohibited.

3.6 Use fireproof or fire-retardant covering in accordance with MIL-C-24576, such as fireproofed canvas, fire-resistant synthetic fabrics, non-combustible fabrics, metal covers in accordance with ASTM D6413, or other suitable materials, to protect ship's equipment from falling sparks or other potential sources of fire. Coverings must be in place prior to commencing hot work and be maintained throughout the hot work evolution. Proper documentation of fire retardancy must be available for review upon request.

3.6.1 Non fire-retardant temporary wooden structures located on the pier, dry dock edge, or in the dry dock (not including dry dock blocks) must be a minimum of 35 feet from the ship to prevent spread of fire.

3.6.2 Lumber, plywood, and staging boards, except that used for pallets, must be fire retardant in accordance with Category Two, Type II, of MIL-L-19140.

3.6.3 Storage of material aboard the craft must be limited to that which is required for work in progress.

3.6.4 Prior to bringing equipment or working material aboard the craft, its crating and packing must be removed. If the equipment or material may be damaged during handling, the crating and packing must be removed immediately after the equipment or working material is brought aboard and taken ashore for disposal. A small quantity of pallets may be staged in a location determined jointly by the contractor and the SUPERVISOR aboard the craft for use in materials handling operations.

3.6.5 The quantity of flammable and combustible liquids brought onboard must be kept to a minimum, must not exceed that necessary for one shift's use, and must not be left unattended.

3.6.6 Ensure at least one unobstructed access to each main and auxiliary machinery space.

3.7 Accomplish a *safety*, fire prevention, and housekeeping inspection, during each shift whenever work is in progress. Once each manned/regular workday, the inspection must be made

jointly with the SUPERVISOR. Deviation from this requirement for availabilities less than 30 days in duration must be adjudicated by the SUPERVISOR.

3.7.1 Submit one legible copy, in approved transferable media, of request for deviation to the SUPERVISOR.

3.7.2 Submit one legible copy, in approved transferrable media, of a written report of the discrepancies and corrective actions, using Attachment A, to be taken to the SUPERVISOR within 4 hours after completion of the inspection.

3.7.3 Provide a safety representative to accomplish the *safety*, fire prevention, and housekeeping inspection, who at a minimum has completed the training required in 3.1.2 and the following OSHA Training Institute (OTI) courses or NAVSEA approved equivalents: 5410; Occupational Safety and Health Standards for the Maritime Industry, 3095; Electrical Standards.

3.7.3.1 Submit one legible copy, in approved transferrable media, of the certificates of completion for the required courses upon request by the SUPERVISOR.

3.8 Develop and implement a written fire safety plan in accordance with 2.2. Review the plan with contractor employees and subcontractors.

3.9 Ensure access to temporary firefighting equipment is not obstructed or restricted.

3.9.1 Ensure firefighting equipment is not relocated without written authorization from the SUPERVISOR. Provide a secure temporary storage facility for firefighting equipment that is moved from its original location.

3.10 Conduct a firefighting and fire prevention conference in conjunction with the arrival conference or no later than 5 days after start of the availability for availabilities in excess of 30 days. This conference must cover the contractor's fire safety and fire response plan for fire prevention and firefighting and the procedures that will be in use by the contractor and the region/installation or municipal fire and emergency services, as well as familiarize the contractor and the region/installation or municipal fire and emergency services with the craft arrangement, onboard fire prevention, and firefighting systems, equipment, and organization, and familiarize all parties with the scope of work and aspects of the work or craft conditions that have significance in fire prevention and firefighting.

3.10.1 The conference must specifically address the following matters:

3.10.1.1 Fire alarm and response procedures

3.10.1.2 Contractor firefighting capability and procedures

3.10.1.3 Region/installation or municipal fire and emergency services firefighting capability and procedures



- 3.10.1.4 Firefighting jurisdictional cognizance and incident command procedures
- 3.10.1.5 Communication system for fire reporting and control or firefighting efforts
- 3.10.1.6 Craft arrangement including access routes, availability or firefighting systems (installed and temporary), fire zone boundaries, and communication systems
- 3.10.1.7 Each Shipboard firefighting organization, systems, drills, and equipment to include rehabilitation procedures
- 3.10.1.8 Craft, space, and equipment security consideration
- 3.10.1.9 Compatibility of contractor, and region/installation or municipal fire and emergency services firefighting equipment
- 3.10.1.10 Industrial work scope, including location of craft, and effect on firefighting systems, access, and communications
- 3.10.1.11 The roles, responsibilities, and membership of the Fire Safety Council (FSC). Include the requirement to obtain permission from the FSC to perform work that affects the fire safety posture (e.g., securing the firemain, securing the 1MC, undocking, transferring fuel/lube oil) of the ship.

3.10.1.12 Hotwork monitoring and confined space practices.

3.10.2 The firefighting and fire prevention conference must include a table top fire drill.

3.11 Provide a portable 300 KW diesel generator with associated cables, lugs/plugs to supply emergency power during transits to and from dry dock when ship's emergency power cannot be used or anytime during the availability that the craft's power is not available as an emergency back-up to installed shore power.

3.12 Maintain available for review, prior to commencement of work, a fire safety plan meeting the requirements of 2.2. In addition to the requirements of 2.2, include and identify the method for reporting fires, the shipyard firefighting facilities, equipment, and organization (paid or volunteer), the procedures for maintenance of clear fire lanes in the shipyard and on the piers, and the nearest municipal firefighting organization, including the anticipated time of response.

3.13 Provide fire protection equipment consisting of:

3.13.1 Firefighting water, utilizing manifolds connected to a source capable of providing 150 GPM at 60 PSIG at the manifold must be in place before start of work.

3.13.1.1 The number of manifolds must be sufficient to permit reaching all points on the vessel (including underwater body when the vessel is in dry dock or on a marine railway) with 2, 1-1/2 inch hoses of not more than 100 feet in length.

3.13.1.2 Hoses must be attached to the manifolds and fitted with an all-purpose combination fog and straight stream nozzle.

3.13.1.3 Verify by the Pitot tube method or an in-line flow meter that the water volume and pressure meets these requirements.

3.14 Ensure access to temporary and Ship's Force firefighting equipment is not obstructed or restricted.

3.15 For Navy boats and craft, all paragraphs of this standard item apply except for 3.11.

3.16 For Navy boats and craft the SUPERVISOR may waive the requirements of 3.13. If authorized by the SUPERVISOR, a portable fire extinguisher (or an equivalent means for fighting a fire) in the immediate vicinity of where the work is performed can be used in lieu of fire main.

#### 4. NOTES:

4.1 In addition to CHT and MOGAS tanks, Hydrogen sulfide (H<sub>2</sub>S) may be found in AFFF, seawater, and firemain systems.

4.2 Booklet of General Plans and Tank Sounding Tables are available for review at the office of the SUPERVISOR.

4.3 The term "unmanned" is defined as without the physical presence of people in control; without a human operator.

4.4 A "quick disconnect" is a coupling or connecting device/system designed to permit easy and immediate separation of lines without the use of tools and to ensure the contents do not escape.

4.5 The term "annual" means once a year, not-to-exceed 12 months.

4.6 When accomplishing work in Collection, Holding and Transfer (CHT) and Motor Gasoline (MOGAS) tanks, spaces, or associated piping is required; the use of Standard Item 009-88 of 2.1 "Collection, Holding and Transfer (CHT) and Motor Gasoline (MOGAS) Tanks, Spaces, and Piping, including Sewage or MOGAS-Contaminated Tanks, Spaces, and Piping; certify" will be specified in the Work Item

Fire Zone Boundaries

ATTACHMENT A

Attendees

ESH Discrepancy and Corrective  
Action Log

Ship name/hull number:

Location:

Prime Contractor:

Date:

Time:

No.	Point of Contact	Date Corrected	Location	Discrepancy	Corrective Action	Code

Type Codes: 1-Housekeeping, 2-Fire Prevent./Fire Equipment, 3-Hot Work., 4-FZ Boundary, 5-Electrical, 6-Compress Gas/Hoses/Bottles/Manifolds, 7-Scaffolding, 8-Egress/Exit, 9- Walking/Working Surfaces, 10-PPE, 11- Containment, 12-Unguarded/Edges/Holes/Openings/Fall Protection, 13- Confined/Enclosed Spaces, 14-Lines & Leads Hazards, 15-Equip. Adrift & Rollback, 16-Ventilation, 17-Machine Guarding/Hand Tools, 18- Crane/Rigging, 19-Environmental & Hazardous Material/Communication, 20-Environmental Protection, 21-General Safety

## ATTACHMENT A (Con't)

### ESH DISCREPANCY AND CORRECTIVE ACTION LOG INSTRUCTIONS

- 1- Fire Zone Boundaries: List the designated Fire Zone Boundaries.
- 2- Attendees: List Company and or Command and names of personnel present for walk thru.
- 3- Ship Name/Hull Number: Indicate ship name and hull number of the location of the walk thru.
- 4- Location: Indicate location where ship is moored or docked, i.e. name of contractor facility or pier at Naval Base or Station.
- 5- Prime Contractor: Indicate prime contractor who has the contract with the SUPERVISOR.
- 6- Date: Indicate date of walk thru being accomplished.
- 7- Time: Indicate start time (24 hour clock) of walk thru being accomplished.
- 8- No. (number): List sequentially, each discrepancy noted during the walk thru. Number will continue where the numbering left off the previous day, until the end of the availability.
- 9- Point of Contact: Indicate Company/Command identified with the discrepancy.
- 10- Date Corrected: Date condition was corrected. If condition is not corrected, condition will be carried over to the next walk thru until condition is corrected.
- 11- Location: Indicate location of the condition, i.e. space number or frame number.
- 12- Discrepancy: Indicate condition that needs corrective action, be specific as necessary.
- 13- Corrective Action: Indicate corrective action taken to correct the condition and who is responsible for the corrective action.
- 14- Code: Indicate code, located at the bottom of ATTACHMENT A that condition can be grouped with, i.e. lines on deck causing trip hazard would use code 14- Lines and Leads Hazards.

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