

COMSCINST <b>8023.4</b>	COG CODE <b>PM5</b>	DATE <b>12 DEC 1988</b>
-------------------------	---------------------	-------------------------



**DEPARTMENT OF THE NAVY**  
COMMANDER MILITARY SEALIFT COMMAND  
WASHINGTON NAVY YARD BLDG 210  
901 M STREET SE  
WASHINGTON DC 20398-5540

COMSCINST 8023.4  
M-3T4  
12 December 1988

COMSC INSTRUCTION 8023.4

Subj: SAFETY REGULATIONS GOVERNING THE HANDLING AND TRANSPORTATION OF AMMUNITION AND OTHER HAZARDOUS CARGOES; PROCEDURES FOR OBTAINING WAIVER OF EXEMPTION FROM RELEVANT NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS

- Ref: (a) Department of Transportation Exemption DOT-E 7280 (Fourth Revision)  
(b) 46 CFR - Shipping, Parts 140-155, and 49 CFR - Transportation, Parts 171, 172, 173, 176, and 178  
(c) OPNAVINST 8023.2C (U.S. Navy Explosives Safety Policies, Requirements, and Procedures) (NOTAL)  
(d) NAVSEA OP2165 (Vol 1) (NOTAL)  
(e) NAVSEA 3221 (Rev 1) (NOTAL)  
(f) CGA Number 019-81 (Ammunition in Containers) (Revision 2)  
(g) NAVSEAINST 8023.3 (Inspection and Test of Cargo Handling Gear on MSC Interest, Foreign Flag, and Appropriate Navy Ships Prior to Handling Ammunition) (NOTAL)  
(h) DODINST 4500.32-R (MILSTAMP Vol 1, Chapter 4, Section II)  
(i) Department of Transportation Exemption DOT-E 7548

Encl: (1) MSC 9032/1 (Ship Readiness Inspection for Hazardous Cargo)

1. Purpose. The purpose of this instruction is to:

a. Emphasize and supplement the provisions of the Federal and Service regulations pertaining to safety, generally, and to safety precautions to be observed specifically in the handling, stowage, and carriage of ammunition, explosives, and other hazardous cargoes in Military Sealift Command (MSC) controlled ships.

12 December 1988

b. Amplify administration of reference (a) dealing with the exemption from the Department of Transportation Hazardous Materials Regulations (49 CFR 176.905 (c) and (d)) for certain motor vehicles, fixed wing aircraft, and helicopters for transportation in commerce subject to the limitations and special requirements therein. This instruction does not apply to vehicles, fixed wing aircraft, or helicopters carried on cargo vessels if the fuel tank is empty, the engine has been run until it has stalled from lack of fuel, both battery cables are disconnected, and no hazardous material is stowed in the vehicle. Such vehicles are not considered hazardous cargo.

2. Background. Reference (a) is the exemption for the movement of vehicles with fuel tanks three-fourths full and battery cables connected. Reference (b) contains special requirements governing the transportation of military explosives and hazardous munitions onboard ships. MSC Commands have been provided with copies. This instruction is in conformance with and supplements reference (c). Reference (d) provides supplemental guidance for use by Naval Traffic Managers in the safety aspects of transporting and handling ammunition and explosives. Reference (e) provides an operational reference guide for loading military munitions and explosives onboard breakbulk merchant ships. Only breakbulk stowage is discussed. Container loading procedures are described in specific outloading drawings prepared by the services. Class A and military explosives in containers must be shipped in accordance with reference (f). Reference (g) establishes procedures for inspection and test of cargo handling gear on MSC interest, foreign flag, and appropriate Navy ships prior to handling ammunition (explosives). Reference (h) contains the procedures for shipments of hazardous material and inert component parts to be moved in the Defense Transportation System (DTS). Reference (i) is the exemption for class XC ammunition to be carried in approved SEAVANs on deck on the square of the hatch.

### 3. Scope

a. The regulations and exemptions contained in references (a) through (i) and the requirements contained herein are applicable to all MSC controlled ships engaged in the carriage of ammunition, explosives, and other hazardous materials as cargo. MSC controlled ships include: USNS, time and voyage-chartered ships, and ships allocated by the National Shipping Authority, Maritime Administration under General Agency Agreement. Tankers, which are covered by separate regulations, are not within the scope of this instruction.

b. This instruction may be amplified as local situations require and copies of such guidance forwarded to COMSC. In the absence of a specific regulation or instruction, in any given circumstance, safety shall be paramount.

c. This instruction is not applicable to nuclear weapons.

#### 4. Delegation of Authority/Responsibility

##### a. Safety

(1) Command Authority/Responsibility. MSC Commanders are charged with the responsibility of assuring that controlled ships designated to load military explosives and/or hazardous munitions or other hazardous material are in condition to receive such cargo prior to loading. MSC Commanders shall arrange for pilots when required to stand by during hazardous cargo handling operations. Commanders shall ensure that Masters of ships carrying explosives or hazardous munitions have onboard copies of references (b) and (e), copies of any local regulations pertaining to the handling of hazardous cargoes, and copies of this instruction. They also shall ensure that ships which are laden with explosives and are to transit the Panama Canal are provided with a "Loading Certificate" or "Declaration of Explosive Cargo Carried" as required by the Canal Zone Regulations (35 CFR 113.1). Ships shall be provided with any special regulation or literature pertaining to a hazardous commodity not adequately covered by existing regulations. The MSC Area or Subarea Commander having cognizance over any port of the U.S. or its territories shall ensure that a permit to handle military explosives, lethal chemicals, or other dangerous articles is obtained from local Coast Guard authority for all ships, less non-certified MSC ships, in accordance with 46 CFR 146.29-13. Lack of Coast Guard inspection, however, does not relieve the Area or Subarea Commander from adhering to standard practices in loading or discharging. Overseas Area and Subarea Commanders shall ensure that controlled ships conform, in this regard, to these and local government regulations issued by foreign authorities. Such regulations should supplement reference (b), which, in any case, shall be regarded as minimum requirements in any port. MSC Commanders having cognizance over the loading or discharge of ammunition, explosives, and other hazardous cargoes shall appoint a safety inspector from among the qualified members of their respective staffs; or the MSC Marine Terminal Representative may be tasked with this responsibility.

(2) Master's Authority/Responsibility. As the person who is always responsible for the safety of the ship, the Master can issue safety orders as deemed necessary. When, in the Master's judgment, a hazardous cargo is not being handled, stowed, secured, or manifested properly, the Master shall stop the operation until the improper practice or deficiency is corrected. Any disagreement arising in U.S. ports between the Master and the terminal activity regarding proper procedures shall be referred by the Master to the appropriate MSC Commander or a designated representative and/or the USCG Captain of the Port as necessary for guidance. When such disagreement arises in overseas ports where an MSC Representative is not present, the Master may refer the matter to the cognizant Area or Subarea Commander for guidance. Prior to loading military explosives in any controlled ship, an inspection shall be conducted by the Master (or representative), a representative of the terminal, and the safety inspector. MSC Form 9032/1, Ship

12 December 1988

Readiness Inspection for Hazardous Cargo (enclosure (1)), is to be used as a guide for the inspection party; however, it is not intended to restrict the extent of the inspection. Where a satisfactory USCG preloading inspection has been completed, and a copy of such inspection report is obtained, it may be accepted to satisfy inspection requirements. The ship's Master has the final authority and responsibility to approve or disapprove the prestowage plans, amendments thereto, final stowage plans, and the manner in which cargo is to be handled or is being handled. The ship's Master shall not sail the ship until the complete dangerous cargo manifest and final stowage plan are delivered onboard, and should sign a receipt indicating possession of same, with the date and time received.

(3) Safety Inspector's Authority/Responsibility. The safety inspector shall be responsible for ensuring that the ship's officers and MSC personnel involved in the loading or discharge of ammunition, explosives, and other hazardous cargoes are indoctrinated in the safety regulations and precautions to be observed. The safety inspector is not required continuously to observe the loading and discharging operation; however, the inspector shall arrange to visit ships engaged in such operations as frequently as circumstances dictate. Additionally, the inspector will assist the Master in the preloading inspection (see subparagraph 4a(2)) and in matters pertaining to loading and discharging operations, including liaison between the ship and the terminal activity when necessary, and ensure the terminal provides required documentation (i.e., dangerous cargo load list) in a timely manner.

(4) Loading/Terminal Activity's Authority/Responsibility. In preparing to load cargo in a controlled ship, the loading activity is required to submit a prestowage plan accompanied by a preliminary manifest of all explosives and other dangerous articles to be loaded onto the ship to the cognizant MSC Representative for review. The MSC Representative's review will determine whether cargo compatibility, configuration of spaces to be loaded, and information entered on manifests and stowage plans conform to the requirements of regulatory agencies. In those ports where the USCG passes on plans and manifests, reliance may be given to such determinations. Thereafter, the MSC Representative shall submit the prestow plan and preliminary manifest to the ship's Master for approval. As a prerequisite to approval by the MSC Representative and ship's Master, sufficient information must be provided on each plan and preliminary manifest to comply with 46 CFR 146.29-14 or 46 CFR 176.30, as applicable, and to permit identification of United Nations/IMO class, Department of Transportation class, and Coast Guard class, as applicable, for all hazardous 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 stowage safety. Any cargo for which a Coast Guard class cannot be identified shall be considered "suspect" and treated in accordance with paragraph 4a(5) below. If there is no MSC Representative, the loading activity shall submit the plan and manifest directly to the ship's Master for final approval. Manifests should contain the net explosive weight

12 December 1988

(NEW). This would permit a readily available figure for waiver requests. The dangerous cargo manifest shall contain in-the-clear information as prescribed by 46 CFR 146.29-14 and/or 49 CFR 176.30 and shall contain the same information furnished and certified by the shipper (see paragraph 4a(5) below) except that the IMO correct technical name and IMO class may be indicated. Persons transcribing information from shipping documents to manifests shall ensure and certify to their correctness. It is the responsibility of the terminal activity to perform or provide for the loading and discharge of all cargo. In handling 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 expertise to ensure that cargo will be safely handled.

(5) Shipper's Authority/Responsibility. Military explosives, chemicals, or hazardous material not classified by reference (b) shall be handled and stowed in accordance with special instructions issued by the activity shipping the cargo. All hazardous cargo presented for ocean transportation shall be listed on the dangerous cargo manifest, which shall contain in-the-clear information and be certified by the shipper in accordance with 49 CFR 172.204. The shipper shall provide the Master and the MSC activity with complete information on the characteristics and special stowage requirements of unclassified or "suspect" material. The loading/discharge of "suspect" material shall be under the direct supervision of a specialist familiar with peculiarities of the material. Suspect material shall not be accepted as cargo unless certified safe for shipment by the shipper and to the satisfaction of the Master. A list of hazardous material to be regarded as "suspect" includes (but is not limited to) the following:

(a) Ammunition or explosives offered for shipment from foreign storage, origin, or service.

(b) Dynamite which is over six months old.

(c) Wet-packed explosives which show signs of drying.

b. Application for Waivers. COMSCLANT, COMSCPAC, COMSCEUR, COMSCFE, MSCO HONOLULU, and MSCO GUAM are hereby designated as representatives of COMSC for the purpose of requesting waivers of the navigation and vessel inspection laws and regulations in accordance with 33 CFR 19.01 and 19.06. Requests for waivers/exemptions shall be in accordance with paragraph 7 below.

12 December 1988

c. Reporting

(1) MSC activities shall submit to COMSC particulars on any incident where a sailing delay is caused by insufficient or late receipt of documentation.

(2) Masters of controlled ships carrying ammunition cargo shall give notice to the Department of Transportation of certain hazardous material incidents at the earliest practicable moment in accordance with 49 CFR 171.15 and 171.16.

(3) Area Commanders shall ensure that copies of the above reports are forwarded to the following addressees:

Commander, Military Sealift Command (M-3T)  
Department of the Navy  
Washington, D.C. 20398-5100

Naval Safety Center  
Naval Air Station  
Norfolk, Virginia 23511

5. Procedures for Transportation of Hazardous Cargoes

a. Vehicles

(1) Except as otherwise provided, wheeled or tracked vehicles of all types, propelled by gasoline or other fuel types, shall be transported in MSC controlled ships with fuel tanks completely empty, battery cables disconnected, taped, secured, and no hazardous material stowed in the vehicle. This does not apply to diesel-equipped vehicles which may be shipped with 110 gallons of diesel fuel or less in the fuel tank provided all other above requirements are met.

(2) In special situations and with prior approval from COMSC, vehicles as described above may be transported with fuel in their tanks not exceeding one-fourth full when manifested as hazardous cargo.

(3) Department of Transportation Exemption DOT-E 7280 (reference (a)) provides for the movement of vehicles with fuel tanks three-fourths full and battery cables connected. DOT-E 3498 provides for the movement of vehicles with fuel tanks three-fourths full, battery cables connected, and ammunition and additional fuel or other hazardous materials necessary for military operations carried in the vehicles. DOT-E 3498 is applicable only during deploying periods of declared national emergency. Neither DOT-E 7280 or DOT-E 3498 applies to the lift of privately owned vehicles or to routine

12 December 1988

military resupply operations. DOT-E 7280 and DOT-E 3498, as applicable, may be employed under any of the following conditions:

(a) When it is determined by the shipper that such a movement is essential to military operations.

(b) The shipment is a unit move.

(c) A combat load is required.

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

(e) On landing-type ships or 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.

(f) Breakbulk ships may be considered for movement of vehicles with fuel tanks three-fourths full providing an efficient means of exhausting all noxious or combustible gases to the open air exists. Vehicle battery cables on these ships must be disconnected.

(g) The move is considered by the MSC Area Commander to be in the interests of National Defense.

(4) 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 operation of one or more of them:

(a) Detailed inspection of all fuel systems of motor vehicles shall be made to ensure against leaks. A vehicle showing any signs of leakage shall not be transported.

(b) Precautions will be taken to prevent spillage of fuel due to movement of the vehicle or motion of the ship.

(c) Firefighting equipment consisting of continuous foam and portable CO<sub>2</sub> types, fog nozzles, rescue-breathing apparatus, and proximity firefighting clothing will be kept ready for immediate use.

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

12 December 1988

(e) When COMSC has authorized battery cables to remain connected, vehicle lights will be shut off and not be turned on until the vehicle is discharged from the ship.

(f) Brakes will be set and the vehicle adequately secured.

(g) Smoking and open fires will be prohibited in any hold in which vehicles are stowed, and in a wide danger area around the vehicles when stowed on deck.

(h) Multi-language "NO SMOKING" signs will be posted in all appropriate holds and areas.

(i) No vehicle will be fueled or defueled below decks except in cases of urgent necessity and then only with specific permission from the master and under the careful supervision of a ship's officer.

(j) Only emergency type repairs or adjustments may be made to vehicles while onboard the ship.

(5) Vehicles, whether self-propelled or not, fitted with refrigerating or heating equipment, using a flammable liquid or flammable compressed gas as fuel, may be accepted for transportation on landing-type ships and roll-on/roll-off ships. Such refrigeration or heating equipment may be operated while the vehicles are onboard, subject to observance of the following precautions in addition to those listed above:

(a) Installation will be rigidly mounted and free of any movement other than normal vibration of operation.

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

(c) Refrigerating or heating equipment, while in operation on-board ship, will be under constant supervision by qualified personnel either from ship's company or shipper service personnel.

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

(e) The Master may, for any safety reason, cease the operation of refrigerating or heating equipment attached to a vehicle while onboard the ship.



b. Jerry Cans

(1) To be shipped on MSC vessels, jerry cans must be normal vehicle equipment, not leaking and stowed in a rack or specific location designed for their carriage on the vehicle.

(2) Diesel fuel may be carried in jerry cans, stowed as above, up to three-fourths full, when the shipper's operational requirements so dictate.

(3) Jerry cans containing any amount of gasoline or gasoline fumes, may not be shipped in unventilated holds of MSC breakbulk ships. This restriction also applies to the after, non-RORO holds of the Fast Sealift Ships. If they are to be shipped in the ventilated RORO holds of MSC RORO ships, they may be three-fourths full.

(4) Notwithstanding this instruction and the CFR which permits the shipping of flammable liquids in jerry cans, foreign port regulations (e.g., IMDG Code) should be consulted when shipping into/out of foreign ports.

c. Aircraft

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

(2) When rotary-wing aircraft are loaded into MSC 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):

(a) The carriage of aircraft for "fly-off" delivery parallels the conditions allowing the carriage of automobiles or other self-propelled vehicles with fuel in tanks when carried in spaces not specifically designated for such carriage. Paragraph 5a(3) cites applicable Department of Transportation exemptions and conditions under which COMSC may approve exemption from fuel tank level and battery connection requirements listed below.

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

1. Aircraft using JP-5 as fuel may be carried below deck; those using more volatile fuel types must be carried on deck.

12 December 1988

2. Batteries will 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.

3. Sufficient fuel, not to exceed three-fourths full, may be carried in the tanks to accomplish the "fly-away" to contiguous shore delivery point. 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.

4. The carrying ship will limit stowage of fueled aircraft to holds provided with mechanical ventilation which will be kept in operation as long as aircraft are stowed below deck.

5. The ship's fixed fire-extinguishing system will be in good operating condition.

6. Any electrical equipment in the ship's holds except fixed explosion-proof lighting will be disconnected from its power source at a location outside the compartment where aircraft are stowed.

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

8. The shipper will provide sufficient escort personnel trained in aircraft firefighting to maintain "around the clock" security.

9. Prior to shipment, mutually acceptable arrangements will be made by the shipper, the MSC Area Commander, and the Master of the carrying ship to effect the timing, take-off signals, safety patrols, firefighting plans, safety requirements, and further processing of an aircraft incident to stowage and "fly-off" procedures.

10. Prior to commencement of loading, the following minimum materials will be provided by the shipper to each ship assigned to lift aircraft for "fly-off" delivery:

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

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

12 December 1988

c. Twenty 5-pound dry chemical extinguishers or sufficient to provide five in each below flight deck stowage space.

d. Four firefighting proximity suits for the escort personnel.

e. One 6-foot square sheet metal drip pan per engine per helicopter loaded, or other acceptable means to prevent fuel or lubricant from dripping on deck.

11. 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.

d. Ammunition

(1) Except as otherwise provided, ammunition and other explosives shall be transported in MSC controlled ships in compliance with references (b) through (e) and reference (g), as applicable.

(2) In special situations, and in accordance with DOT-E 7548 (reference (i)), class XC ammunition can be carried in approved SEAVANs on deck on the square of the hatch.

(3) The transportation of containerized military and Department of Transportation Class A explosives in freight containers and MILVANS on MSC ships shall be in accordance with Coast Guard Approval (CGA) 019-81 (reference (f)).

e. Ocean Dumping. In other than emergency situations the disposal in the ocean of hazardous waste materials, collected ashore or collected from ships in port and transported from any U.S. or foreign port for dumping, is prohibited, except as may be authorized on a case-by-case basis by the Chief of Naval Operations. It is the policy of MSC to accept no cargoes for dumping at sea.

6. Waiver/Exemption Procedures

a. Procedures for securing waiver/exemption from relevant navigation and vessel inspection laws/regulations

(1) Addressees delegated authority to request waivers, in paragraph 5b above, may make application for a waiver for USNS ships or for time, voyage, or bareboat chartered ships, except that application may not be made for waiver of hull machinery, outfitting, or manning requirements for USNS ships. Application for waivers shall normally be made in writing but may be made orally in cases of extreme urgency. Any oral application must

12 December 1988

be confirmed in writing. Request for deviation from hull, machinery, outfitting, or manning requirements for USNS ships shall be made to COMSC.

(2) An application for waiver shall be made to the Coast Guard District Commander or to his designated representative at the port or place where the ship is located. In the case of a ship in any foreign port or place, the application shall be made to the designated representative of the Commandant at such port or place, or if the Coast Guard has not established facilities in such port or place; to the nearest designated representative of the Commandant at a port or place where such facilities have been established; or to the Commandant, U.S. Coast Guard, Washington, D.C. 20593. A copy of each application hereunder shall be sent to COMSC by the fastest practicable means.

(3) The Coast Guard officer making a waiver effective will, if practicable, deliver one copy of such waiver to the Master of the ship involved before the ship sails. Where the waiver order is not delivered to the Master, it will be delivered to the owner, operator, or agent of the ship without delay. A copy of the waiver will be furnished the applicant.

(4) Applications for waivers shall not be made for General Agency Agreement (GAA) ships allocated to COMSC by the Department of Transportation, Maritime Administration (MARAD). When circumstances dictate the necessity of waivers for GAA ships allocated to MSC, the waivers normally will be obtained by the General Agent through MARAD. If the Masters of or General Agents for such ships request assistance of MSC, or when MSC Commanders consider such assistance necessary, the request shall be referred to COMSC for action.

(5) When requests are referred to COMSC in accordance with paragraphs 6a(1), 6a(4), and 6a(5) above, citation of the rule or regulation for which a waiver is desired, as well as complete details of the circumstances which necessitate the action requested, shall be provided.

b. Procedures for waivers/exemptions applying to shipment of fueled vehicles, fixed wing aircraft, and helicopters with fuel in their tanks over one-fourth full:

(1) Reference (a) is a Department of Transportation exemption granted to DOD exempting those provisions of the DOT Hazardous Materials Regulations specified in 49 CFR 176.905 (c) and (d) to offer packages of certain motor vehicles, fixed wing aircraft, and helicopters for transportation in commerce subject to the limitations and special requirements therein. The exemption authorizes fuel tanks to be three-fourths full and battery cables connected, but provides no relief from any regulation other than specifically stated. This exemption applies for all fueled vehicles, fixed wing aircraft, and helicopters shipped by COMSC or his designated representative.

12 December 1988

(2) Subject to the exception for special circumstances as noted below, it is the policy of COMSC to utilize the exemption provided by reference (a) only for MSC controlled ships. The shipment of fueled vehicles and aircraft on ships, other than MSC controlled, will continue to require the emptying of fuel tanks and the disconnecting of battery cables as a prerequisite to loading, except under special circumstances, i.e., unit moves, combat load requirement, or other lifts in the interest of national defense (see reference (a)).

(3) All shipments of fueled vehicles and aircraft shall be in compliance with 49 CFR 176.905 except as expressly exempted.

(4) A copy of reference (a) will be issued to the vessel or its agency by the booking activity prior to the loading of fueled vehicles and aircraft.

(5) Each shipping paper issued in connection with a shipment made under this exemption must bear the notation "DOT-E 7280" and be located so that the notation is clearly associated with the description to which the exemption applies.

(6) A record will be maintained by the booking activity for each vehicle or aircraft fueled with tanks more than one-fourth full, and the following information will be maintained therein:

- (a) Sponsor
- (b) Basis for fueled (more than one-fourth full) requirement
- (c) Load/discharge port
- (d) Loading date
- (e) Type of lift, i.e., USNS, chartered, shipping agreement, etc.
- (f) Total measurement tons

(7) An immediate message report regarding fueled vehicles or aircraft will be made to COMSC of any accident that may be directly attributable to the fact that the vehicle or aircraft had fuel in its tanks in excess of one-fourth of its capacity.

(8) Requests for renewal of Department of Transportation Exemptions DOT-E 7280, DOT-E 3498, and DOT-E 7548 will be made by CDRMTMC. Requests for renewal of CGA 019-81 will be made by COMSC.

COMSCINST 8023.4

12 December 1988

7. Supply of Forms. MSC Form 9032/1 (enclosure (1)) is available at COMSC and may be requisitioned by Area Commanders, as required.

8. Reporting Requirements. In addition to other reporting requirements contained herein, MSC Report 5100-9 (MIN: CONSIDERED) is assigned the reporting requirement prescribed in paragraph 6b(7) above. This report is approved for three years only from the date of this directive.

Distribution:

SNDL 41B (MSC Area Commands (less FE and EUR)) (50)  
41B (MSC Area Commands (FE and EUR only)) (10)  
41C (MSC Subarea Commands) (5)  
41D3 (MSC Offices)  
41G (FSRON)  
T-100 (less T-100E) (Masters, Civil Service Manned Ships)

MSC Reps

Masters, MSC Time Charter Dry Cargo Ships

Copy to:

SNDL A3  
A6 (5)  
B5  
21A3  
23B1  
24J (27)  
FKAIG (5)  
FKAIF (15)  
T-101

MTMC (12)

All MSC Reserve Units

**SHIP READINESS INSPECTION FOR HAZARDOUS CARGO**  
MSC Form 9032/1 (REV 2-71)

**INSTRUCTIONS**

PROCEDURE – This inspection form will be used as a guide by the MSC representative, shipper service representative and the ship’s master in conducting an inspection of the vessel prior to loading ammunition or explosives. Any items found to be not to the satisfaction of the inspection team will be rectified by the responsible party prior to commencement of loading. Indicate “S” for satisfactory or “U” for unsatisfactory. Footnote all “Us” or “Nos” indicating disposition.

DISTRIBUTION – Copies of this inspection form will be distributed by the MSC Representative to those activities requiring copies. Except where specifically requested DO NOT forward to COMSC.

<b>SHIP NAME</b>	<b>TERMINAL FACILITY</b>	<b>DATE</b>
------------------	--------------------------	-------------

ITEM	NO. 1		NO. 2		NO. 3		NO. 4		NO. 5		NO. 6		NO. 7	
	FWD		AFT		FWD		AFT		FWD		AFT		FWD	
	P	S	P	S	P	S	P	S	P	S	P	S	P	S
1. Winches														
2. Winch resister screens														
3. Runners														
4. Runner splices														
5. Guys														
6. Guy blocks & shackles														
7. Guy pendants														
8. Preventers														
9. Topping lifts														
10. T/L blocks & shackles														
11. T/L chains														
12. Ball ropes														
13. Boom goose necks														
14. Boom fairleads														
15. Head blocks														
16. Ladders (F&A)														
17. Battens														
18. Cleanliness														
19. Magazines (if any)														

ITEM	YES	NO	ITEM	YES	NO
1. Local port regulations provided master?			13. Paint and lamp lockers neatly stowed and all fire hazards removed?		
2. NAVCG 108 (Rev. 1954) aboard?			14. "No Smoking" signs posted in appropriate languages?		
3. CG 187 aboard?			15. Dunnage aboard reusable?		
4. Fire stations well-marked and equipped?			16. Hold fittings or sheathings acceptable?		
5. Firefighting gear in good repair?			17. Sufficient cluster lights in good repair?		
6. Fire-detection apparatus operating?			18. Deck lights operable?		
7. Sufficient water pressure available at fire station?			19. Standing rigging taut and slushed down?		
8. Towing hawsers on deck for and aft?			20. Beam and pontoon bridles sufficient in number and in good condition?		
9. Sufficient fire hose at each hatch to reach all parts of hold?			21. Bilge clean of oil and unnecessary residue?		
10. Ventilator, spark screens, stack and galley pipe in place?			22. Stand by power and crew available?		
11. Debris cleared from weather deck?			23. Hold lights operable and properly covered?		
12. Facilities for trash and garbage adequate?					

Remarks

MSC REPRESENTATIVE SIGNATURE	SHIPPER SERVICE REPRESENTATIVE SIGNATURE	MASTER OR SHIP'S OFFICER SIGNATURE
------------------------------	--	------------------------------------