SUBJECT GROUP 8000 - 8199 GENERAL ORDNANCE MATERIAL AMMUNITION AND EXPLOSIVES

SUBGROUP 8023 - HANDLING AND TRANSPORTATION

Ref: (a) NAVSEA OP 5
(b) NAVSEA OP 4
(c) OPNAVINST 8020.14 series
(d) CNO Waiver

8023.1 Ordnance Handling Safety Regulations. Everyone working with explosives should realize that explosives are potent and meant to explode. Even the least sensitive explosives may detonate if subjected to imprudent or improper handling, causing considerable damage or loss of life. Analyses of explosive incidents indicate that avoidable circumstances existed in nearly every instance. Complete understanding and strict observance of specified safety regulations are necessary to eliminate the unsafe acts and conditions that cause preventable accidents. Constant alertness on the part of the employee and intelligent, close supervision must be maintained to prevent accidents in operations that involve ammunitions and explosives. References (a) through (d) are the key documents governing explosive safety in port or at explosive anchorage.

a. General Ordnance Handling Safety Precautions

(1) Operations in the ship will not start until permission is given by the ship's commanding officer, the required fire equipment is in place and manned properly, and all personnel have received the required safety briefing.

(2) Prior to commencement of any A&E handling operation, the Safety Loading Officer (SLO) and Safety Observer (SO) will conduct a safety walk-through/inspection. Operations will commence only after the ship's (activity's) commanding officer, the SLO, and the SO are in agreement that all explosive safety conditions have been met in accordance with references (a) through (d).

(3) No ammunition shall be handled unless both the SLO and the SO are present to monitor the evolution.

(4) A red flag (BRAVO) shall be prominently displayed by all vessels and craft engaged in A&E loading or unloading operations.

b. Emergency Drills. No emergency drill that requires the use of the ship's general alarm, bells, whistle, or siren shall be held in any vessel on the handling pier during A&E handling operations.

c. Night Operations. Ammunition and explosives shall not be loaded or discharged from a vessel at night. Should night operations be considered essential, there must be consensus between WPNSTA

Yorktown, NAVPHIBASE Little Creek and the installation commanding officer.

d. Weather Restrictions

(1) Thunderstorms. All operations will cease when notified that lightning strikes are imminent, Thunderstorm Condition Two is set for the area, or in the opinion of the SLO, the lightning storm is within five miles of the work site. This distance may be greater than (but never less than) five miles depending on the sensitivity of prediction equipment. If operations are suspended, the following actions are necessary:

(a) The ship will take immediate action to secure HERO sensitive ordnance inside the skin of the ship.

(b) Supervisors shall ensure that personnel, equipment, cargo, and operations are protected or secure in as safe a mode as possible consistent with the operations at the pier.

(2) Snow, Wind and Swells. The SLO should suspend operations when they consider conditions unsafe for swinging or potentially swinging load. Safety lines or "tag" lines shall be attached to each load to assist in controlling the swing during high winds.

e. Fire Precautions

(1) Ships loading/unloading ammunition shall have fire-fighting equipment in complete readiness prior to commencing operations. Two fire hoses shall be laid out with full water pressure up to the nozzle. These hoses shall be of sufficient length to ensure that all explosives and ammunition on the pier/barge and weather decks can be reached immediately by two simultaneous streams of water.

(2) Smoking is prohibited in motor vehicles, on piers, and in any other area in the vicinity of ammunition, explosives, or other hazardous materials.

(3) Personnel engaged in or working in the vicinity of ammunition handling operations shall carry no lighters, matches, or flame producing devices.

f. Personnel Safety

(1) All personnel engaged in operations that involve ammunition, explosives, and other hazardous materials shall be trained and qualified in accordance with reference (c).

(2) All personnel assigned to a particular A&E evolution shall be given an explosive handling safety brief prior to being assigned.

(3) All personnel engaged in ordnance operations shall wear hard hats and steel toed safety shoes while work is in progress. Material handlers will also wear gloves for additional protection. If work area or duties include the possibility of falling overboard, a life jacket will also be worn.

g. Navy Vessel Responsibility

(1) Pier Preparation. An A&E handling evolution will not commence until the pier and ship are ready in all respects. It is imperative that the ship ensures the pier is ready to commence the operation prior to the scheduled time. This is crucial to prevent excess labor and equipment charges. If the operation is delayed for more than 30 minutes due to the lack of preparation, the SLO will cancel the job. This preparation shall include:

(a) Removal of all privately owned vehicles, ship's vehicles, or other assigned government transportation from the explosive handling area.

(b) Ensure fire fighting equipment is in complete readiness.

(c) Ensure applicable HERO precautions are implemented.

(d) Ensure the pier is cleared of any obstacle that could impede access of fire fighting and/or emergency vehicles.

(e) Remove all combustible material, rubbish, trash, and other materials not used to transfer ammunition from the handling area.

(f) Notify other vessels on the pier that no other supply or hazardous evolutions may be scheduled on the pier during the explosive handling operation.