1. **SCOPE:**

1.1 Title: Waste Generated on Government Property, including satellite accumulation area (SAA); managing and disposing of Hazardous Waste (HW) and non-HW; accomplish

2. **REFERENCES:**

2.1 Standard Items

2.2 NAVSHIPYD&IMFPEARLINST 5090.1E

2.3 NAVSHIPYD&IMFPEARLINST 5090.9B

2.4 40 Code of Federal Regulations 260 thru 265

3. **REQUIREMENTS:**

3.1 For all work physically accomplished at Pearl Harbor Naval Base Complex, including dry dock areas, accomplish the following:

3.1.1 Provide approved Department of Transportation (DOT) packaging/containers. Label/mark and package all waste in accordance with applicable Environmental Protection Agency (EPA) and DOT regulations and requirements and PHNSY & IMF requirements. Note: Containers need to be in good condition (i.e. no dents, corrosion, missing rings, gaskets, or bung caps) that is compatible with the HW (i.e. open head drum for solids, bung type drum for non-corrosive liquids, and plastic lined drums for corrosive liquids/solids).

3.1.2 Comply with all applicable federal, state, and local laws, codes, ordinances, and regulations, including obtaining of licenses and permits in connection with hazardous waste handling and disposal in the performance of this contract. Comply with health and safety precautions [i.e. use proper Personnel Protective Equipment (PPE)] while handling and managing all waste.

3.1.3 Segregate, by defined boundaries, all waste material, including "empty" cans, from good, useable material regardless of whether the waste is HW or non-HW. Note: "empty" is defined as when the contents inside of the container is unable to fall or drip out when the container is turned completely upside down.

3.1.4 Determine if the work performed will produce a HW. If the work process produces a HW, accomplish the following for establishment and maintenance of a Satellite Accumulation Area (SAA):
3.1.4.1 Seventy-two (72) hours prior to generation of a known HW, complete and submit One (1) legible copy of Attachment A to Code 106.3 located at Bldg. 1663 (Fax: 474-3457), to establish a SAA on Federal property.

3.1.4.2 Allow forty-eight (48) hours for approval and subsequent return of Attachment A; from Code 106.3 located at Bldg. 1663.

3.1.5 Establish and maintain the SAA in accordance with Attachment B. Properly mark each container as required per Attachment B.

3.1.5.1 Post and maintain in a neat legible manner, the applicable SAA permit document at the SAA site upon receipt.

3.1.6 Accomplish SAA inspections on a weekly basis and annotate inspection results on the “HW SAA Inspection Checklist” of Attachment C.

3.1.6.1 Maintain each completed copy of Attachment C at the SAA site in a neat legible manner, and readily available for inspection.

3.1.7 Upon exceeding an accumulative total volume of fifty-five (55) gallons of HW(s), or a total of One (1) quart of an acutely HW(s) listed in 2.4, mark the container holding the HW with indelible ink the date of when the above amounts was in excess of 55 gallons of HW or 1 qt of acute HW. (see Note 4.1).

3.1.8 Within three (3) calendar days of completion of 3.1.7, properly label, handle, transport and turn over the properly marked DOT HW containers to PHNSY & IMF Bldg. 1663 by accomplishing the following:

3.1.8.1 Complete One (1) “Custody Transfer Form” (CTF) For Waste Turn-In” of Attachment D, for each different waste stream/product to be turned over to PHNSY & IMF.

3.1.8.2 Attach a copy of the Material Safety Data Sheets (MSDS) that is applicable to the waste listed on the CTF Form. One set of MSDS is required for each CTF as applicable.

3.1.8.3 Notify and coordinate delivery of HW with PHNSY & IMF Code 106.3 at Building 1663 (473-8000, ext. 4582 or ext. 6323) 24 hours prior to intended delivery.

3.1.8.4 Transport, as scheduled, the HW, along with the CTF and MSDS to Building 1663.

3.1.8.5 Submit One (1) legible copy of each CTF signed by PHNSY & IMF Representative to the Code 400 SUPERVISOR, within 48 hours of completion of delivery.

(V)(G) CHECKPOINT – “OBTAIN REPRESENTATIVE SAMPLE OF WASTE”

3.1.8.6 Contractor shall obtain representative sample(s) as directed by Code 106.3.

3.1.8.7 Contractor will give 24-hour notice to Code 106.3 to schedule sample collection waste for analysis.
3.1.8.8 Sample(s) collected shall be collected and submitted to Code 134, not later than 0900 hours Monday thru Friday.

3.1.8.9 Contractor shall allow 15 – 20 working days for laboratory analysis results.

3.1.8.10 Contractors and sub-contractor(s) shall be trained to obtain representative sample(s), which includes training in utilizing proper sampling device(s) for specific sampling points, and applying proper sampling techniques when collecting representative sample(s). Submit training record to Code 400 SUPERVISOR and Code 106.3.

3.1.9 Upon no further requirement for establishment and maintenance of the permitted SAA by the contractor, submit One (1) legible copy of Attachment E to Code 106.3 (Fax: 474-3457) for disestablishment of the permitted SAA site.

3.1.10 For all "empty" containers (i.e. paint, thinner, solvents, acid, etc.), non-HW, and waste yet to be determined as being a HW (e.g. spent sandblast grit, oily rags, used dried paint applicators, etc.,) requiring disposal, accomplish the following:

3.1.10.1 Separate and organize each empty container and/or product by manufacturer, product type, and waste stream (e.g. same manufacturer/paint color together, separate spent grit by waste-stream, etc.).

3.1.10.2 Properly label, handle, transport and turn over custody of empty containers and waste(s) to PHNSY & IMF Bldg. 1663 by accomplishment of paragraphs 3.1.8.1 through 3.1.8.6 utilizing Attachment D and 2.2.

3.1.11 Nothing in this Work Item shall relieve the contractor from complying with applicable Federal, state, and local laws, codes, ordinances, and regulations, including obtaining of licenses and permits in connection with hazardous waste handling and disposal in the performance of this contract and 2.3.

3.1.12 Waste suspected of or known to be containing PCBs shall be handled as PCB waste.

3.1.12.1 Label each PCB waste item or PCB waste container with PCB markings in accordance with Attachment F. Write the Out of Service Date (OSD), the date PCB item was generated, on the label.

3.1.12.2 Complete One (1) CTF for each different PCB waste stream.

3.1.12.3 Transport the PCB waste, along with CTF, within ONE calendar day from the OSD, to Building 1663.

3.1.12.4 Submit One (1) legible copy of each CTF signed by PHNSY & IMF Representative to the Code 400 Supervisor, within 48 hours of completion of delivery.

4. NOTES:
4.1 The contractor, as a generator and by regulation, may accumulate up to a total volume of fifty-five (55) gallons of HW(s), or a total of One (1) quart of acute HW(s) listed in 40 CFR 261.33 (e), as described herein. When either total volume limit has been reached, the container(s) holding the HW shall be immediately marked with the date of when the limited amount was reached. The marked containers shall then be properly labeled, handled, transported and turned over to PHNSY & IMF, Building 1663, which is a permitted 90 day HW storage facility, within three (3) calendar days (72 hours) for subsequent sampling, manifesting and disposal.

4.2 This Local Standard Item interfaces with other work items or clause(s) of the contract. Work Item 077-01 Series governs HW generated at contractor's facility.

4.3 Code 106.3, Compliance, Bldg. 140 can be reached by commercial phone at (808) 473-8000, ext. 6324, ext. 6321 or ext. 5598.

4.4 PHNSY & IMF Building 1663 is located inside the CIA Area and is open Monday through Friday (excluding Federal holidays) between the hours of 7:00 a.m. to 2:00 p.m. Phone: 473-8000, ext. 4580, ext. 6323, Fax: 474-3457.

4.5 Only waste that is listed on the HWSAA Permit shall be stored in the HWSAA.

5. GOVERNMENT FURNISHED MATERIAL (GFM):

5.1 Pre-cleaned sample bottles
MEMORANDUM

From: ____________________________
To: Code 106.3

Subj: REQUEST FOR ESTABLISHMENT OF HAZARDOUS WASTE SATELLITE ACCUMULATION AREA (HWSAA)

1. The following information is being submitted for your approval to operate and maintain a Hazardous Waste Satellite Accumulation Area (HWSAA) for the collection of hazardous waste. I understand that this application must be approved (i.e., permit provided by Code 106.3) prior to collecting any hazardous waste at the proposed site.

   a. Requesting Shop/Code/Project/Contractor: ____________________________
   b. Exact location of HWSAA: __________________________________________
   c. Name of waste being accumulated: __________________________________
   d. Process which generates the __________________________________________
   e. HWSAA Custodian: ____________________________________________ (Name/Badge Number)
   f. Alternate HWSAA Custodian: ________________________________________ (Name/Badge Number)
   g. Contact phone number(s): __________________________________________

2. I will ensure that the HWSAA will conform and be operated in accordance with all applicable instructions such as, but not limited to NAVSHIPYD&IMFPEARLINST 5090.1E. In the event that this HWSAA is no longer needed, I will submit written notification of disestablishment at least 24 hours in advance to Code 106.3.

3. Request that a permit be authorized for the establishment of this HWSAA. I will post a copy of the permit at the HWSAA site upon receipt.

Signature of HWSAA Custodian

Signature of HWSAA Custodian’s Supervisor

[Code 106.3 Use Only: Assigned Permit Number is _____________]

ATTACHMENT (A)
HAZARDOUS WASTE (HW)
SATELLITE ACCUMULATION (SAA) REQUIREMENTS

The contractor generating HW is responsible for the management of the waste. Although it is not addressed in this Attachment, the health and safety precautions (e.g. proper PPE) for the management of HW need to be considered and implemented as necessary. Usually the precautions for management of the HW is similar and consistent with the precautions used in the process that generated the HW. Review of all applicable Material Safety Data Sheets is recommended.

1. SATELLITE ACCUMULATION AREA (SAA) REQUIREMENTS

a. Upon receiving approval to establish an SAA, the contractor shall designate an area within his/her lay-down area top-side or pier side as his/her SAA. **No SAA is allowed inside any dry-dock basin area.**

b. The SAA shall be clearly delineated by signs and suitable boundary markers.

c. The SAA permit granted to the contractor shall be posted at the SAA site.

d. All waste shall be placed in containers that meet 49 CFR Department Of Transportation requirements for the type of waste being collected (e.g. open head drum for solids, bung type for non corrosive liquids, and plastic lined drums for corrosive liquids/solids). The contractor is responsible for providing and ensuring all wastes are properly packaged. All containers shall be kept closed except when adding waste.

e. All containers shall be immediately (upon filling of the container w/HW) labeled in accordance w/EPA regulations & the minimum following 3/4 inch, indelible markings:
   1. With the words “Hazardous Waste”;
   2. With words that properly identify the contents of the container; and
   3. The contractor’s name.

f. A Spill Kit shall be staged in the SAA.

g. Containers of HW must be protected from adverse weather conditions (rain).

h. HW liquids must be stored on secondary containment.

i. The contractor, as a generator, may accumulate a total volume of 55 gallons of HW or One (1) quart of acutely HW listed in 40 CFR 261.33 (e). When either total volume has been reached, the container(s) holding the HW shall be marked with the date of when the excess amount was reached. The marked containers generated on the Pearl Harbor Naval Complex shall be properly manifested, labeled, handled, and transported to PHNSY & IMF Building 1663, within three (3) calendar days for disposal. Call between the hours of 7:00 a.m. to 2:00 p.m. Phone: 473-8000, ext4580, Fax: 474-3457. Marked containers generated on the contractor’s facility are to be managed (e.g. handled, manifested, transported, disposed of, etc.) in accordance with other work items or clauses of the contract (e.g. 077-01 series work item, Far Clauses, etc.). Accomplish those requirements as invoked with the contract.
# HAZARDOUS WASTE (HW) SATELLITE ACCUMULATION AREA (SAA) INSPECTION CHECKLIST

**Inspection Date and Time:**

**HW SAA Permit No.:**

**Inspector’s Name:**

**Badge No.:**

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For each line item below, check the appropriate box or enter “N/A”.

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<th>UNSAT</th>
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<td>3.</td>
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**ATTACHMENT (C)**

ITEM NO: 099-01PH
FY-2010
For each line item below, check the appropriate box or enter “N/A”.  

<table>
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<tr>
<th>Item No.</th>
<th>Description</th>
<th>SAT</th>
<th>UNSAT</th>
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</thead>
<tbody>
<tr>
<td>17.</td>
<td>Full containers/drums are not being stored for more than three days at the HW SAA after the limit is exceeded (i.e., 55 gallons for HW and one quart for acutely HW).</td>
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<tr>
<td>18.</td>
<td>Tracking of the quantity and type of waste contained in each container or drum is being accomplished via the HW Container/Drum Log.</td>
<td></td>
<td></td>
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<tr>
<td>19.</td>
<td>Containers/drums of incompatible wastes are stored so that they will not be mixed in the event of a spill or leak.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20.</td>
<td>HW is not being stored in a potentially dangerous area (i.e., near floor drains, storm drains, pier edges, and areas of heavy traffic flow).</td>
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<td></td>
</tr>
<tr>
<td>21.</td>
<td>All waste containers/drums are stored in a position such that all labels/markings are readily visible.</td>
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</tr>
<tr>
<td>22.</td>
<td>All waste containers/drums are stored under a covered area or covering to prevent corrosion or deterioration of the containers/drums.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23.</td>
<td>There is no abandoned HW in the area.</td>
<td></td>
<td></td>
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<tr>
<td>24.</td>
<td>Excess empty containers/drums are not stored in the area.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25.</td>
<td>A spill kit or spill response equipment capable of managing the type of waste being collected in the HW SAA is available for use (e.g., gloves, face shield, coveralls or tyvek suits, absorbent pads, absorbent granules, recovery container/drum, shovel, fire extinguisher, etc.).</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

If any of the items are checked “UNSAT” or there are any discrepancies noted during the inspection of the HW SAA, action shall be taken immediately upon discovery to correct the discrepancy.

In the event of a spill or leak, Code 106.3 shall be notified at 474-9080 and/or 306-9101 or 368-0547.

A copy of the HW SAA Inspection Checklist where discrepancies are noted shall be immediately forwarded to Code 106.3 (FAX #: 474-3457). Checklists with no discrepancies noted need not be forwarded to Code 106.3.

All checklists shall be kept on file at or near the HW SAA and are subject to be audited by Code 106.3 personnel during weekly surveillance inspections.

The HW SAA was inspected as documented above and actions taken are indicated below.

Action(s) Taken: ____________________________________________________________

Comments: _______________________________________________________________

Signature and Badge No.: __________________________________________ Date Deficiency Corrected: _______________

ATTACHMENT (C)
# CUSTODY TRANSFER FORM (CTF) FOR WASTE TURN-IN

**PEARL HARBOR NAVAL SHIPYARD AND INTERMEDIATE MAINTENANCE FACILITY**  
HAZARDOUS WASTE FACILITY (HWF), BLDG. 1663 (PHONE NO.: 473-8000 ext. 4582, FAX: 474-3457)

**PLEASE ATTACH MSDS TO CTF**

---

## A. CONTROLLED INDUSTRIAL FACILITY (CIF) LESS THAN 90-DAY ACCUMULATION AREA USE ONLY

1. "Mixed Waste/PCB Waste" Tag No.:  
2. CIF "Start Accumulation Date":

---

## B. GENERATOR INFORMATION

1. Generator:  
   (Identify Code, Shop, Workcenter or Company.)  
   Check if ☐ Ship's Force  
2. Name of Ship/Project:  
3. Location:  
4. Job Order/Key Operation Number or Contract Number:  

## C. WASTE DESCRIPTION

1. Name of Waste:  
2. Describe composition of waste in percentages (e.g., 90% solvent and 10% water or 99% rags and 1% paint):  
3. NSN:  
4. Manufacturer:  
6. User No. from HM  
5. MSDS No.:  
6. Label:  
7. Bar Code No. from HM Label:  
8. Amount: ☐ Empty ☐ ¼ Full ☐ ½ Full ☐ ¾ Full ☐ Full  
9. Number of Containers: Container:  
   (e.g., 1-qt bottle, 1-gal can, 55-gal drum, etc.)  
10. Size & Type of  

### D. GENERATING PROCESS INFORMATION

1. Identify the generating process:  
2. Hazardous Waste Satellite Accumulation Area (HWSAA) Permit Number (if applicable):  
3. Check the appropriate box that best describes the waste: ☐ Process Generated  
   ☐ Expired Shelf-Life ☐ Excess Material ☐ Empty Container(s) ☐ Other (Specify):  
4. Comments:  

## E. GENERATOR CERTIFICATION

I, __________________________, certify that all the information stated above is complete and accurate, and that all known or suspected hazards have been disclosed.

---

**CODE 106.3 USE ONLY**

Log Number:  
Consolidated With:  
Start Accum. Date:  
Number of Containers:  
Weight:  
Location:  
Type:  
Gallons:  
For Asbestos (Cubic Feet):  
For Fluorescent Light Tubes (Linear Feet):  
Waste Sampled: ☐ YES ☐ NO  
Lab ID Number:  
Date Sampled:  
Received By:  
G-Code:  

**FOR OFFICIAL USE ONLY**

**ATTACHMENT (D)**
INSTRUCTIONS FOR COMPLETING THE CUSTODY TRANSFER FORM (CTF) FOR WASTE TURN-IN

A Custody Transfer Form (CTF) is required to be completed by each generator turning in waste to the Hazardous Waste Facility (HWF). Building 1663, for each type of waste/waste stream. All applicable portions of the CTF shall be completed. Items that are not applicable shall be marked "N/A." Additionally, the associated Material Safety Data Sheet (MSDS) shall also be attached, if applicable. For fluorescent light bulbs, standard sized alkaline or carbon zinc batteries (e.g., AAA, AA, C, D, 9V), empty containers, and for items where a MSDS is not available (e.g., bilge water, sludge), a MSDS need not be attached. Note: Contact Code 106.3 at 473-8000 ext. 4582 for any questions regarding the completion of the CTF.

When multiple waste streams and containers are turned in, to correlate the CTFs to the applicable containers of wastes, generators shall serialize the CTF and corresponding container(s) of waste. Annotate a number in the box on the upper left hand comer of the CTF and mark all associated waste container(s) with this same number. Note: This is especially important for waste transported via the Transportation Department, where the generator is not present to correlate the CTFs to the containers of wastes.

A. CONTROLLED INDUSTRIAL FACILITY (CIF) LESS THAN 90 DAY ACCUMULATION AREA USE ONLY

For Items 1 and 2: Annotate the "Mixed Waste/PCB Waste" tag number and ensure a photocopy of the "Mixed Waste/PCB Waste" tag is attached to the CTF for waste that has been "free released" from the CIF. Also, the date that the waste was initially received at the CIF (start accumulation date) shall be annotated.

B. GENERATOR INFORMATION

For Items 1, 2, and 3: Provide the generating code, shop, workcenter or company (check box if generator is Ship’s Force), name of ship/project and location.

For Item 4: Provide the reference job order/key operation number for the process/work that generated the waste. This applies to project and shop work. If the work is "overhead", no entry is required. For contractor work, the contract number shall be annotated.

C. WASTE DESCRIPTION

For Item 1: Provide the name of the waste. This should be a complete and descriptive term (e.g., "Aluminum Oxide Blast Grip", "PD-680 Type II Dry Cleaning Solvent", "Epoxy Paint, Component A", "rags saturated with synthetic hydraulic fluid", "trichlorotrifluoroethane with water", "lightly soiled rags with motor oil", "Fluorescent Light Bulbs", etc.).

For Item 2: Provide a description of the waste composition. List the most concentrated item in percentage, followed by other constituents present in the waste stream (e.g., "50%TEP oil with 50% water", 98% T-10 thinner and 2% paint"). Generator knowledge may be used to provide an estimate.

For Item 3: Provide the National Stock Number (NSN) of the HM being turned in as waste.

For Item 4: Provide the name of the manufacturer of the HM being turned in as waste.

For Item 5: Provide the Material Safety Data Sheet (MSDS) number. MSDS identification numbers are listed for a product on the Hazardous Material Authorized Use List (HM AUL), on the HM container or on the MSDS sheets for the HM.

For Items 6 and 7: Provide the user number and the bar code number from the PHNSY/IMF HM label.

For Item 8: Check the appropriate box that best describes the amount of waste in the container(s).

For Items 9 and 10: Provide the number of containers, and the size and type of container.

For Item 11: For fluorescent light bulbs/tubes, provide the quantity and size of the bulbs/tubes (e.g., 20 bulbs x 4 ft).

For Item 12: For asbestos type waste, check the appropriate box to indicate whether the asbestos is friable or non-friable. Also, the amount of asbestos shall be provided in cubic feet (e.g., length x width x height), and not pounds.

D. GENERATING PROCESS INFORMATION

For Item 1: Provide the generating process for the waste (e.g., "abrasive blasting of main ballast tank", "Sanitary Tank #2 cleaning", "chemical paint stripping of exterior building surface", "fluids change-out for crane maintenance", "shipboard painting operations", "flushing chill water system piping", "spill cleanup of forklift hydraulic oil leak", etc.).

For Item 2: Provide the Hazardous Waste Satellite Accumulation Area (HWSAA) Permit Number if the waste is from a specific HWSAA.

For Item 3: Check the appropriate box that best describes the waste.

For Item 4: Use this space to provide any additional information that may help us in processing and disposing of the waste.

E. GENERATOR CERTIFICATION: The generator responsible for the waste being turned in shall print his/her name and provide his/her signature, badge number, date of turn-in and phone number. The generator’s signature certifies that the information annotated on the form is complete and accurate, and that all known or suspected hazards have been identified.

CODE 106.3 USE ONLY: This portion of the form is for Code 106.3 use only, for recording information required to track and catalogue the waste turned in to the HWF. When the waste is turned in by the generator, Code 106.3 personnel shall provide signature or initials certifying receipt of the waste and provide the generator a copy upon request.
MEMORANDUM

From: ______________________
To: Code 106.3

Subj: NOTIFICATION OF DIESTABLISHMENT OF HAZARDOUS WASTE SATELLITE ACCUMULATION AREA (HWSAA)

1. This memorandum provides notification to Code 106.3 that the Hazardous Waste Satellite Accumulation Area (HWSAA), Permit Number __________________________ located at __________________________ will be disestablished for the following reason: __________________________

2. All hazardous waste has been removed from the HWSAA and has been properly disposed (i.e., turned in to the Hazardous Waste Facility, Building 1663) in accordance with applicable instructions.

3. This area will no longer be utilized for the collection of hazardous waste.

__________________________
Signature/Badge Number

CODE 106.3 USE ONLY
The disestablishment of this HWSAA has been approved.

__________________________
Signature/Date

PH-SYD/IMF 5090/9 (6-03) FOR OFFICIAL USE ONLY

ATTACHMENT (E)
CAUTION CONTAINS PCBs (Polychlorinated Biphenyls)
A toxic environmental contaminant requiring special handling and disposal in accordance with U.S. Environmental Protection Agency Regulations 40 CFR 761. For disposal information contact the nearest U.S. E.P.A. Office.
In case of accident or spill, call toll free the U.S. Coast Guard National Response Center:
800-424-8802
Also contact: ____________________________
Telephone number: ________________________
PHNSY & IMF C400
LOCAL STANDARD ITEM

FY-2010
ITEM NO: 099-03PH
DATE: 22 JUL 2010
CATEGORY: 1

1. SCOPE:

1.1 Title: Additional Environmental Requirements for Contractors; accomplish

2. REFERENCES:

2.1 ATTACHMENT A; Operator's Checklist; 14ND-SYD-11450/19(11-98)

3. REQUIREMENTS:

(V)(G) CHECKPOINT – “CLEANLINESS INSPECTION (PRE-EXISTING CONDITION)”

3.1 Accomplish a physical inspection of lay-down areas assigned to contractors and in the dry dock prior to start of the availability to document any pre-existing environmental discrepancies (e.g. abandoned and unknown material/waste, spills, etc.).

3.1.1 Submit one legible copy of a report listing the results of the inspection of 3.1 to the Code 400 SUPERVISOR, within 24 hours of completion of 3.1. Negative reporting is required.

3.2 Prior to start of work, Prime contractor's Project Manager, first line supervisors and first line supervisors of all known sub-contractors shall attend a "Contractor Environmental and Safety Brief" as scheduled by the Code 400 SUPERVISOR. PHNSY & IMF's Environmental and Safety Divisions, Codes 106.1 and 106.3, and Region's Safety and Environmental Division may participate with the brief. The briefing will include environmental and safety requirements, dry dock requirements and containment boundaries if dry-dock work is involved

3.3 Mark and identify ownership with indelible ink all Prime contractor's and sub-contractor's equipment, material, and properties (e.g. gas cylinders, forklifts, man lift, pallets of paints, sandblast/paint equipment, storage containers/connex boxes, temporary lighting and ventilation ducts, etc.).

3.4 Contact the Code 400 SUPERVISOR for coordination and connection of all potable water connections at piers, dry docks, buildings and/or facilities. Contractor shall not make any connections to any potable water stations/connectors.

3.5 Do not discharge any wastewater (e.g. hydro water, bilge water, rinse water, etc.) directly into storm drains, dry-dock drains, and/or into the harbor.
3.6 Properly manage (i.e. collect, sample, mark, label, transport and dispose) all wastewater (e.g. hydro water, bilge water, rinse water, etc.) in accordance with Federal, state and local laws and regulations, unless otherwise directed by terms of the contract and/or Code 106.3.

3.7 Accomplish washing and/or rinsing of equipment and/or personnel in area(s) designated for such purposes (i.e. a facility connected to the sanitary sewer system such as an approved sink) or over a self-contained area.

3.8 Accomplish liquid transfers and/or painting operations in a manner that prevents spills, ground (pier/dry-dock topside), harbor, or dry-dock floor contamination.

3.9.1 Inspect and verify positive connections at each connection joint prior to liquid transfers and pneumatic painting operations.

3.9.2 Provide a receiving vehicle watch person who has a means of constant communication (e.g. phone, walkie-talkie, etc.) with source pump operator during liquid transfers to monitor and prevent overfill of the receiving vehicle.

3.10 Provide secondary containments, self-contained drip pans, drop cloths, or other affirmative means to prevent ground (pier/dry dock topside) or dry-dock floor contamination, for receiving containers, all equipment (e.g. manlifts, forklifts, cranes, tanker trucks, etc.) and during disconnecting or removing of hoses (i.e. after pumping operations and/or pneumatic painting operations. Secondary containments will be able to contain 110% of the container/tank's capacity that contains the petroleum or hazardous substance.

3.11 Provide and stage ample spill kits within close proximity of storage/accumulation areas, manlifts, forklifts, tanker trucks, receiving containers, and painting operations.

3.12 Position manlifts and/or forklift equipment over self-contained drop cloths and away from drains when not in use, including at the end of, and/or in between, each shift.

3.13 Accomplish daily "shift" inspections for each manlift and forklift equipment used on-site by properly completing, legible, 2.1 (Attachment A). Any unsatisfactory condition(s) shall be noted and corrected prior to operation of the associated equipment unless prior approval is obtained from the Code 400 SUPERVISOR.

3.13.1 Copies of completed 2.1 (Attachment A) forms shall be kept on-site and made available upon request up to 30 days of the end of the applicable contract end period.

3.14 Maintain a minimum of twenty (20) feet separation between fuel and oxygen cylinders when they are not in use within a twenty-four (24) hour period. Ensure that all gas cylinders have proper plugs and caps.

3.15 Do not abandon any waste (i.e. hazardous/industrial/liquid/solid) on the Federal Property.
3.16 During all sandblasting and/or painting operations, contain the spent debris and/or overspray from entering the dry-dock drains, storm drains, or into the harbor.

3.17 Collect, label, sample (representative sampling), manifest, transport and dispose of all hydro-blast water or spent sandblast grit in accordance with Federal, state and local laws, and regulations, unless otherwise directed by terms of the contract and/or Code 106.3.

3.18 Erect containment(s) to prevent uncontrolled releases during pneumatic paint overspray operations with purpose to prevent damage to Federal, public, and/or private property, including the dry-dock floor/basin area.

3.19 Install drop-cloth(s) beneath all paint mixing areas and paint application areas located on the pier or in the dry-dock basin. All pier and dry dock basin areas shall be covered regardless of the method used to apply the paint coatings (e.g. spray, brush, roller, etc.).

3.20 Immediately notify the Regional Dispatch Center (RDC) at 474-1271 and the Code 400 SUPERVISOR and Code 106.3 at 474-9080 of all spills of any hazardous substance.

3.20.1 Hydraulic oil spills resulting from man-lift, forklift, receiving containers, or tanker truck equipment that can be handled by the operator shall be immediately contained and cleaned up.

3.20.1.1 Immediately notify RDC at 474-1271 and the Code 400 SUPERVISOR and Code 106.3 upon completion of the clean up.

3.21 Collect, label, fill out CTF, transport and dispose of all spill clean-up debris in accordance with Federal, state and local laws, and regulations. Contractor shall be responsible for the disposal costs and associated handling and transporting costs for contractor-generated spills.

3.22 Contractor shall properly fill out CTF and turn in all waste/spill debris generated on the Pearl Harbor Naval Complex to PHNSY & IMF Building 1663. Call between the hours of 7:00 a.m. to 2:00 p.m.

3.23 Paints containing lead or chromates greater than or equal to 0.01% by weight shall not be used.

3.24 Cadmium plated or coated material shall not be used unless no technically acceptable substitute is available. Immediately notify the Code 400 SUPERVISOR, in writing, of intended use.

3.25 To minimize release of zinc, aluminum, and/or lead to the environment; accomplishing the following:

3.25.1 All ‘new’ and used zinc/aluminum anodes and lead ballast shall be staged and/or stored in a manner that prevents ground contamination AND direct exposure of the anodes or lead ballasts to environmental elements (e.g. rain, wind, snow, etc.) while at or near the ship’s work site (e.g. topside or in the dry-dock). The intent of the requirement is to keep the ‘new’ and used zinc/aluminum, anodes and lead ballast entirely covered at all times when not in use.
3.25.2 While staging and/or storing zinc/aluminum anodes and lead ballast near the ship’s work site (e.g. topside or in the dry-dock), schedule all zinc/aluminum anodes and lead ballast renewal or replacement work in a manner that limits the staging time of the anodes and or ballast material to within five (5) consecutive calendar days.

3.25.3 Turn-in excess “new” zinc/aluminum anodes and/or excess “new” lead ballast into the Code 400 SUPERVISOR, Attn. Mr. Rodrigo Catacutan (473-8000 ext. 4246, 630-7769) for use on other ships. All excess “new” zinc/aluminum anodes and/or excess “new” lead ballast shall be turned-in, in a manner that prevents ground contamination AND direct exposure of the anodes or lead ballasts to environmental elements (e.g. rain, wind, snow, etc.).

3.25.4 Accomplish the following for “used” zinc/aluminum anodes or “used” lead ballast.

3.25.4.1 During handling of “used” anodes/lead ballast, use a drop cloth where necessary to contain debris and/or flakes that might break off or fall off onto the ground. This drop cloth is in addition to any dry dock containment drop cloth that may exist. Upon completion of work, carefully roll/wrap the drop cloth and place it in a totally enclosed container. Place all contaminated Personal Protective Equipment (PPE) (tank suits, hoods, gloves, etc.) in the same container. Broom-sweep clean the area as necessary and place broom swept debris in the same container. With indelible ink, mark the container with the words “Contaminated PPE Used to Remove Used Anodes/Lead Ballast”. Below those words, mark and identify the type of “used” anodes/lead ballast removed (i.e. “zinc”, “aluminum”, “lead ballast”).

3.25.4.1.1 Do not mix contaminated PPE with used zinc/aluminum anodes and/or used lead ballast.

3.25.4.2 Place all excess used zinc or aluminum anodes in a separate, totally enclosed, container(s) from used lead ballast and/or contaminated PPE. Place all used zinc or aluminum anodes and/or used lead ballast in their own separate, totally enclosed container(s). Place the container(s) on pallet(s) to assist with transporting. The intent is to contain all oxidized particles during collection, staging and transport of used anodes and/or ballast material and to keep each different waste stream separate. With indelible ink, mark the container(s) with the word “Recyclable Anodes” or “Recyclable Lead Ballast”. Below those words, mark and identify the type of “used” anodes inside the container (i.e. “zinc” or “aluminum” or lead ballast”).

3.25.3.3 Within five (5) calendar days of completion of the renewal or removal operation of zinc/aluminum anodes or lead ballast, coordinate and transport all containers of 3.21.4 for turn-in at Building 1663 (see Note: 4.3). Notify and coordinate with PHNSY&IMF Code 106.3 (phone: 473-8000 ext. 4584).
(V)(G) "SITE CLEANLINESS INSPECTION (FINAL CONDITION)"

3.26 Accomplish a physical inspection of lay-down areas assigned to contractors after undocking and/or at the end of the availability to resolve any contractor related environmental discrepancies (e.g. contractor abandoned and/or unknown material and/or waste, spills, etc.).

3.26.1 Submit one copy of report listing the results of the inspection of 3.22 identifying environmental discrepancies not related to contractor(s) to the Code 400 SUPERVISOR, within 24 hours of completion of 3.26. Negative reporting is required.

3.27 Burning of fuel containing in excess of two percent sulfur by weight, except for fuel used on ocean-going vessels is prohibited. For each diesel fuel load purchased from non-Navy sources, submit a lab analysis report, MSDS or Technical Data sheet certifying the fuel's sulfur content to Code 106.3. Notify Code 106.3, ext. 4468 prior to storing diesel fuel in tanks larger than 55-gallons for air permit applicability determinations.

3.28 Contractor shall return any recovered Class I Ozone Depleting Substance (ODS) to the Navy (DOD ODS reserve). No Navy activity shall transfer any Class I ODS to contractors. Contract specifications and contractual actions shall not include the use of Class I ODS nor be provided as part of any equipment for non mission-critical applications.

3.28.1 All usable HVAC&R equipment removed by contractor that contains or potentially contains ODS (air conditioners, air compressors, dehumidifiers) shall have a warning label or marker affixed to the equipment with the following statement: "WARNING: CONTAINS (ODS CHEMICAL NAME) A SUBSTANCE WHICH HARMS PUBLIC HEALTH AND THE ENVIRONMENT BY DESTROYING OZONE IN THE UPPER ATMOSPHERE."

Examples of ODS chemical names are Chlorodifluoromethane, Dichlorotetrafluoroethane, etc.

3.28.2 All scrap HVAC&R equipment removed that contains or potentially contains ODS the contractor shall ensure the following:

3.28.2.1 An EPA certified technician must evacuate the refrigerant (and compressor oil) in the entire unit using certified recovery equipment to the applicable level of evacuation (40 CFR 82.156, Table 1 for appliances or 82.156(4)(f) for small appliances). Install permanent tag (preferably metal tag) on the unit stating the words "REFRIGERANT AND OIL REMOVED PER (per applicable document)" along with "Name, Company or Ship and Date refrigerant recovered" or similar. The unit shall include a signed statement from the person turning in the equipment verifying all refrigerants to have been recovered from the equipment.

3.28.2.2 The collected compressor oil shall be turned in to Code 106.3 at Building 1663.

3.29 Recyclable materials shall be managed and disposed of in accordance with Federal, state and local laws and regulations, unless otherwise directed by terms of the contract and/or Code 106.3.
4. NOTES:

4.1 All potable water connections to ships at the waterfront shall be made and dis-established only by authorized personnel to prevent cross-connection and for back-flow prevention. All Potable water hook-up(s) shall be from the inlet side of the back-flow prevention valve (approximately 2-½ inch line). No hook-ups/connections are to be made to any pier-side/dock-side Potable Water Manifold's test cocks (approximately 1/2 inch lines). Only authorized NAVFAC HI or PHNSY&IMF Shop 99 personnel shall make potable water connections in buildings or facilities.

4.2 For purposes of this work item, consider PHNSY & IMF's Property as being Dry-Docks 1 through 4, Berths 1 through 3, Yankee piers (FMB piers) or Code 400 projects/availabilities located in outlying areas. Consider all other locations belonging to Navy Region Hawaii.

4.3 PHNSY & IMF Building 1663 is inside the CIA Area and is open Monday through Friday (excluding Federal holidays) between the hours of 7:00 a.m. to 2:00 p.m. Phone: 473-8000, ext. 4582, Fax: 474-3457.

5. GOVERNMENT FURNISHED MATERIAL (GFM):

5.1 None.
## OPERATOR'S CHECKLIST

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**MARK BELOW ACCORDINGLY:** "S" Satisfactory  "U" Unsatisfactory

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**NOTE:** PLACE ABSORBENTS UNDER VEHICLE PRIOR TO START UP AS PRE-CAUTION

Operator Remarks [For unsatisfactory item(s)]:

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Operator's Signature

Supervisor's Signature

Date

Maintenance Remarks:

Maintenance Supervisor’s Signature

Date

For spills: Call Regional Dispatch Center (RDC) at 474-1271

14ND-SYD-11450/19(11-98)

Attachment A  Page 1 of 1  Item No: 099-03PH

FY-2010
PHNSY&IMF CODE 400
LOCAL STANDARD ITEM

FY-2010

ITEM NO. 099-05PH
DATE: 22 JUL 2010
CATEGORY: 1

1. SCOPE:

1.1 Title: Miscellaneous Requirements; accomplish

2. REFERENCES:

2.1 Standard Items

2.2 Occupational Safety and Health Administration (OSHA), 29 Code of Federal Regulations (CFR), Part 1915

2.3 Occupational Safety and Health Administration (OSHA), 29 Code of Federal Regulations (CFR), Part 1910

2.4 National Fire Protection Association (NFPA), Standard 30

3. REQUIREMENTS:

3.1 Smoking will not be allowed onboard ship or within the confinements of the dry-dock.

3.2 Eating or beverages (coffee, soft drinks, etc.) is not allowed aboard ship or within the confinements of the dry-dock except in areas designated by the SUPERVISOR. Food is not allowed in any engineering space.

3.3 When access to a locked space is required, provide a minimum of two (2) hours notification to the designated Ship’s Force representative. For access to locked spaces on weekends, holidays or other than normal 0730 to 1600 work hours, provide four (4) hours notification or a four (4) hour delay at Contractor’s expense can be anticipated.

3.4 Oxygen, acetylene or other gas cylinders shall meet the requirements of Department of Transportation; Title: 49 Code Of Federal Regulations; Sub-Chapter A; Part 173.

3.5 Delays and disruptions are inherent in availabilities and these conditions should be considered. Make all reasonable attempts to minimize the costs. Schedule work in advance to avoid delays and/or disruptions. Resolve delay and disruption problems and reschedule work and personnel when delays and disruptions occur. In the event of a Government caused delay or disruption, notify the
SUPERVISOR when it will increase the cost, otherwise the cost will be the contractor's responsibility.

3.5.1 Verbally notify the SUPERVISOR at the time of occurrence (normal day shift). Delays not expeditiously verbally reported will not be considered. Follow verbal notification with a letter to the Contracting Officer, with information copy to onsite SUPERVISOR representative, within 24 hours of the occurrence, listing:

3.5.1.1 Reason for Government caused delay or disruption:
3.5.1.2 Action taken to properly schedule work;
3.5.1.3 Action taken to minimize the costs;
3.5.1.4 Number of man-hours lost by trade, number of people and length of time. Delays not expeditiously reported by letter will not be considered.

3.6 Equipment, material and ship components, whether arriving, being removed or stored, shall be suitably tagged denoting contractor's name, contract number, ship's name and the work item number; including drums, containers, fire extinguishers, and oxygen/acetylene/gas cylinders.

3.7 Chipping, deck scaling and other actions which produce disturbing noise levels shall not be accomplished between 2000 hours and 0600 hours.

3.8 Contractor and subcontractor personnel shall wear hard hats with the company's name clearly visible on the hat in designated areas, in situations where head injuries can be prevented by wearing hard hats, and where signs indicate the use of hard hats. Appropriate company's initials are acceptable (e.g. BAEH, HSIEB, HMI, etc.).

3.9 All personnel shall wear applicable hard hats and safety shoes when work is performed within the Navy's dry-dock area.

3.10 All personnel shall wear safety glasses with side-shields, or similar full "eye protection" equipment (e.g. eye goggles, face shields, etc.) when potentially subject to eye hazard condition(s), including when in or passing through an eye hazardous area.

3.11 All personnel shall wear long pants at the Naval piers and dry-dock facilities.

3.12 Personal property taken aboard the ship (such as tool boxes, special tools, clothing, etc.) will be subject to search and inventory daily on arrival and departure and may not remain onboard ship in work areas unattended.

3.13 Compartments, spaces and areas where contractor's work is being accomplished shall be maintained in a neat, clean condition at all times. Loose parts of equipment and components, disassembled for the accomplishment of work, shall not be left in an untidy, cluttered condition.

3.14 If Government equipment, tools, technical manuals, etc., are loaned to the contractor, these items shall be returned to the SUPERVISOR upon completion of the work. The Contractor shall reimburse the Government for any and all items lost while in
his/her possession.

3.15 The Contractor shall provide four (4) legible copies of the following information to the SUPERVISOR Contracting Officer (Code 400) seven (7) days prior to start of work:

3.15.1 Names, Job Title, and addresses of all Prime contractor and subcontractor personnel who will perform work onboard ship; including:

3.15.1.1 Their social security numbers;

3.15.1.2 Statement of U.S. citizenship, (Note: aliens/foreign nationals are not permitted onboard U.S. Navy vessels without prior, specific, cases by base clearance/permission form any appropriate OD activity; if the person was Naturalized, provide Naturalization Number);

3.15.1.3 Security clearances if the person has one and when required by the nature of the work in the Job Order.

3.15.2 The personnel listing thus provided shall contain a statement certifying the accuracy of the information furnished, and shall be signed by the appropriate official in the Prime Contractor's organization.

3.15.3 Submit information as necessary for new personnel.

3.16 For the ship to be repaired and any support craft identified in the solicitation, the Contractor shall be responsible for the costs of all services and procedures, charges, tolls and fees assessed in accordance with the State of Hawaii Department Of Transportation, Harbors Division Rules and Regulations and Tariff Number 4. This applies whether the vessel/craft operates under its own power or is under tow by a Government or commercial tug.

3.16.1 The Contractor shall be responsible to pay for the cost enumerated above for all subsequent Port Entries by additional craft (water barges, fuel, barges, work barges, etc.) although not identified, but may become necessary in support of this Job Order. Such additional costs incurred by the Contractor shall be reimbursed by the Government upon presentation of proper documentation.

3.16.2 All Port entries for Honolulu Harbor, Kewalo Basin, Barber's Point Harbor, and Pearl Harbor shall be coordinated through the cognizant SUPERVISOR Availability Manager (AM) or Type Desk Officer (TDO). A minimum of twenty-four (24) hours advance notice is mandatory. Upon proper notification, the SUPERVISOR Representative will notify the proper authorities, make the necessary arrangements, and obtain the required clearances. When notifying Honolulu Port Control (Harbor Master/Aloha tower), the SUPERVISOR Representative will identify the Master Ship Repair Agreement (MSRA)/Agreement for Boat Repair (ABR) Contract number and the Job Order Number for fee billing purposes.

3.17 The contractor shall provide transportation, and pick-up all Government Furnished Material (GFM) from the SUPERVISOR, and transport same to the job site or to the Contractor's facility.

3.17.1 Advance notice of three (3) working days is required prior to pick-up of GFM. Contact the SUPERVISOR; Supply Technician; Code 4451; at 473–8000 extension 4246 (office) or 363–0776 (pager) for arrangement of GFM
movement.

3.17.2 Submit four (4) legible copies of completed GFM Inspection and Receiving Report (SSDDPH 450/451) and Quality Deficiency Report (Category II) to the SUPERVISOR; Supply Technician, Code 4451.

3.18 Upon completion of the Job Order, provide four (4) legible copies of the Final Inventory List of all mandatory turn-ins and salvageable Government Property to the SUPERVISOR Contracting Officer; Code 400. Provide transportation and return all mandatory turn-ins and salvageable Government Property. Advance notice of five (5) working days is required prior to transport of all Government Property to the SUPERVISOR; Supply Technician; Code 4451. Call 473–8000 extension 4246 or 363–0776 (pager) for arrangement of Government Property turn-over.

3.18.1 Final Inventory List to provide following data/information as applicable:

3.18.1.1 Job Order number;
3.18.1.2 Work Item number;
3.18.1.3 Ship Name and Hull number;
3.18.1.4 Name Plate Data and item description;
3.18.1.5 GFM Government Delivery Invoices;
3.18.1.6 Contractor Furnished Material (CFM) Contractor Purchase Order with Price(s); and
3.18.1.7 Unit of issue and quantity.

3.19 Non-Destructive Testing (NDT) reports and "As Released" NDT Condition Reports shall be submitted to the SUPERVISOR; Code 4300; no later than two (2) working days following completion of the related tests or inspections.

3.19.1 All NDT Reports and "As released" NDT Condition Reports showing UNACCEPTABLE indications shall be submitted to the SUPERVISOR; Code 300; no later than twenty-four (24) hours after completion of the NDT inspection.

3.20 Notify the SUPERVISOR's designated representatives; Code 4300; at least two (2) working days prior to commencing any radiographic inspection on Pearl Harbor Naval Shipyard's, Naval Station's, and/or on Sub-base's property.

3.20.1 Submit one legible copy of the applicable NRC or Agreement State license/permit to the SUPERVISOR, Attn:C/4300, not later than seven (7) working days prior to accomplishing the radiographic inspection.

3.20.2 Submit one legible copy of the Radiographic Operating Procedure and a copy of Emergency/Safety Procedures to the SUPERVISOR, Attn: C/4300, not later than seven (7) working days prior to accomplishing the radiographic inspection. The procedure(s) shall contain the following minimum information:

3.20.2.1 Contractor's name and address
3.20.2.2 Copy of the current "certificate" of the
3.20.2.3 Process title, process number, and the date the process was approved by activity's cognizant examiner.

3.20.2.4 Clear description of the processes and steps that have a direct bearing on quality and safety. Include a draft sketch that identifies proposed locations of radiation boundary areas.

3.20.2.5 Minimum radiographic procedure requirements as outlined in paragraph 3.3.2.1 of T9074–AS–GIB–010/271.

3.20.3 A copy of the procedure shall be at the work site during the performance of work. Update the sketch of 3.20.2.4 upon determination of actual radiation boundaries.

3.20.4 Submit a radiographic report in accordance with paragraph 3.4.15 of T9074–AS–GIB–010/271 to the SUPERVISOR, Attn: C/4300, no later than 24 hours after completion of the radiographic inspection. The report shall include the radiographic film.

3.21 Seven (7) days after start of contract (A+7), submit to the SUPERVISOR; C132 a list of Process Control Procedures (PCP) required by each work item as well as PCPs required by any invoked NAVSEA Standard Items or PHNSY&IMF Local Standard Items. The listing shall identify the PCP’s title, due date, status of submittal (submitted or delinquent) and, as applicable, reason for being late with a revised due date.

3.21.1 Submit a PCP revised listing on a weekly basis identifying all changed information until all PCPs are completed.

3.22 Use of yellow colored plastic, herculite, or other yellow colored materials and marking of tools or equipment yellow colored are strictly prohibited.

3.23 During hurricane season all temporary office/work structures (portable trailers) shall have manufacturer approved "Hurricane Trailer Tie-downs".

3.23.1 When required, subject tie-downs requiring anchors driven into the ground shall have all affected areas toned for identification/protection of underground utilities prior to anchor installation. Toning services are available through the Shipyard Trouble Desk at 474–9123.

3.24 Do not enter PHNSY & IMF buildings, spaces, and areas not covered by the contract except on obtaining of prior approval from the Shipyard & IMF department/office/shop having jurisdiction of the area(s) via the SUPERVISOR.

3.25 Do not stack material or park within ten (10) feet of the CIA perimeter fence.

3.25.1 Remove from the work site or secure from use, ladders, or other such equipment that could be used to climb the CIA perimeter fence.

3.26 Bicycle riders shall have "on" approved (e.g., Consumer Product Safety Commission (CPSC), American National Standards Institute ( ANSI) or Snell Memorial Foundation) bicycle helmet while riding a bike on the PEARL HARBOR COMPLEX (see Note 4.1).
3.26.1 "ON" is defined as being strapped on (i.e. use the chin strap).
3.26.2 Hard hats are not an approved bike helmet and vice versa.
3.27 Do not reuse beverage containers to hold paints, solvents, thinners or other liquids.
3.28 Contractor shall provide his/her own temporary storage containers that conforms to the requirements of 2.b through 2.d. for storage of all Hazardous Materials (HM) (e.g. flammable, combustible liquids, corrosives, oxidizers, etc.) that will be used during the performance of the contract.
3.28.1 All incompatible HMs shall be separated accordingly.
3.29 Kept clear at all times all designated fire lanes (yellow marked areas).
3.30 Keep clear of all dockside gantry crane rails unless prior authorization have been obtained from the SUPERVISOR.
3.30.1 Notify the SUPERVISOR a minimum of two (2) hours in advance for a need to temporarily impede the passage of a gantry crane to support contractor’s work. Notification is required regardless of whether or not a gantry crane is on-site. In all cases, the Contractor shall be required to clear the gantry crane rails at the end of the shift (or close of business for the day).
3.31 Stage all contractor’s and subcontractors equipment, materials, etc., as designated and authorized on the lay-down plan provided with the solicitation.
3.32 Notify the Regional Dispatch Center (RDC) of any mishaps at (808) 474-1271.
3.33 Notify the SUPERVISOR immediately after any mishaps.
3.34 While on Pearl Harbor Naval Base Complex, strictly prohibit possession and/or use Personal Electronic Devices (PEDs) that have the capability of recording picture [e.g. cameras, cell phone with camera, watch with camera, etc.] and prohibit possession and/or use of PEDs that have the capability of voice/sound recording, with the exception of cell phone with direct voice message recording capability (e.g. personal cassette/CD recording players, blue tooths, iPODS, etc.).

4. **NOTES:**

4.1 Contractor personnel may receive a citation by a Naval Base Police Representative for not properly wearing the appropriate bicycle safety helmet while operating a bicycle on the Pearl Harbor Naval Base Complex.

5. **GOVERNMENT FURNISHED MATERIL (GFM):**

5.1 None.
PHNSY&IMF C/400
LOCAL STANDARD ITEM

FY-2010

ITEM NO: 099-06PH
DATE: 22 July 2010
CATEGORY: 1

1. SCOPE:
   1.1 Title: Industrial Wastewater/Oily Wastewater; disposal process and requirements

2. REFERENCES:
   2.1 NAVSEA and Local Standard Items
   2.2 NAVSHIPYD&IMFPearlINST 5090.12A - Control of Industrial Wastewater Discharges to Sewers
   2.3 NAVSHIPYD&IMFPearlINST 5090-1E - Hazardous Waste Management Plan for PHNSY&IMF
   2.4 COMNAVBASEPEARLINST 11345.2C Ch. 1 - Wastewater Discharge Limitations
   2.5 COMNAVBASEPEARLINST 11345.5 - Industrial Wastewater Sewer Discharge Permit System
   2.6 PHNSY&IMF Reference Document #: 106.3-001A - Additional Requirements Associated with Working on VCHT/CHT's Tanks and Piping System; current revision

3. REQUIREMENTS:
   3.1 Manage all generated industrial wastewater in accordance with Federal, state and local laws and regulations. Contact the Code 400 SUPERVISOR and/or Code 106.3 for further guidance.

   3.2 Discharges to the sanitary sewer shall not exceed sanitary sewer limits in reference 2.3. Wastewater exceeding sanitary sewer limits shall be processed at NAVFAC Industrial Wastewater Pretreatment Complex (IWTC) as directed by Code 106.3.
3.3 Discharges of any flammable, toxic or hazardous materials directly into the sewer, or any solid or viscous pollutants in amounts, which will cause obstruction to the flow in the sewer is prohibited.

3.4 Microbial products used to clean sewage or collection, holding & transfer (CHT) systems require approval by Code 106.3 prior to being imported, used, and/or discharged at PHNSY & IMF. Approved microbial products shall be managed in accordance with all state and local regulations, and reference 2.2.

3.5 Sewage CHT system tank cleaning and CHT piping chemical cleaning shall be accomplished in accordance with reference 2.5.

(V)(G) CHECKPOINT – "DISCHARGE OF WASTEWATER INTO FEDERAL SANITARY SEWER SYSTEM"

3.6 Contractor shall request from Code 106.3 batch discharge approval to discharge wastewater that meets sanitary sewer limits into the sanitary sewer system. Requests to Code 106.3 shall be submitted at least 2-3 days prior to desired discharge date.

3.6.1 Contractor shall provide additional information to Code 106.3 to obtain a Batch Discharge Approval. Additional information shall include, expected date and duration of the discharge, operational process information, manhole or scupper number, and estimated volume to be discharged.

3.6.2 Contractor may discharge to the sanitary sewer system upon receipt of the batch discharge approval from Code 106.3. Contractor shall have a copy of the Batch Discharge Approval readily available for inspection upon request until the discharge has been secured.

3.6.3 Contractor/subcontractors shall comply with any industrial wastewater limitations and Special Conditions noted on the Batch Discharge Approval.

3.6.4 Contractor/subcontractors shall provide to Code 400/106.3, within 1-2 days upon the completion of discharge actual start/end dates, times, location of discharge, and volume of wastewater discharged.
3.8 Contractor shall notify Code 106.3 within 24-hours when holding tank(s) containing wastewater/hazardous waste is removed from ongoing process and/or at the completion of process in paragraph 3.7, whichever occurs first.

3.9 Checkpoint(s) in paragraph 3.8 shall be conducted on each tank throughout the process.

3.10 Contractor will obtain direction from Code 106.3 to turn-in wastewater that does not meet sanitary sewer limits to NAVFAC Hawaii Industrial Wastewater Treatment Complex (IWTC).

3.11 Do not discharge any wastewater (e.g. hydrowater, bilge water, rinse/flush water, etc.) directly onto the dry dock floor, into the storm drains, dry dock drains, and/or in to the harbor. Any generated wastewater shall be collected and tested for proper disposal as directed by Code 106.3.

3.12 Accomplish wastewater transfers in a manner that prevents spills ashore, in harbor waters or on dry dock floors.

3.13 Inspect and verify positive connections at each connection joint prior to wastewater transfer operations. Positive connections shall be verified prior to each use.

3.14 Prior to loading, inspect each and provide "clean" receiving conveyance vehicle(s), and associated equipment (i.e., hoses, pumps, filtering systems, connectors, covers, etc.) when accomplishing any liquid transfers (i.e., wastewater, petroleum products).

3.14.1 Determine conveyance vehicle's tank/holding tank(s) suitability. Accept and reject criteria: Ensure tank is empty and free of debris, foreign materials, residual film, loose rust scale, dirt, liquids and/or other contaminants.

3.14.2 Provide a receiving vehicle watch person who has means of constant communication (e.g. phone, walkie-talkie, etc.) with source pump operator during wastewater transfers to monitor and prevent overfill of the receiving vehicle.

3.14.3 Properly label each holding container, tank with label indicating the contents, company name, ship/project name, work item number and the name and phone number for the individual responsible for the work item.

3.14.4 Seal each inlet and outlet opening on each receiving conveyance vehicle and/or holding tank(s) using serialized metal security "CAR" seals, installed in a manner which will not allow additions or depletions of its contents or opening of any cap or cover without
breaking of the seal, immediately upon completion of loading. Disposal of any cross-contaminated wastewater due to the failure of properly accomplishing this requirement will be at contractor's own cost.

3.14.5 Provide secondary containments, self-contained drip pans, drop cloths, or other affirmative means to prevent ground (pier/dry-dock topside) or dry-dock floor contamination, for receiving containers, all equipment (e.g. forklifts, cranes, tanker trucks, etc.) and during disconnecting or removing of hoses (i.e. after pumping operations) and/or liquid transfer operations.

3.14.6 Secondary containments will be able to contain 110% of the container/tank capacity.

3.14.7 Provide and stage spill kits within close proximity of holding containers.

3.15 Immediately notify the Regional Dispatch Center (RDC) at 474-1271 and the Code 400 SUPERVISOR and Code 106.3 at 474-9080 of all spills of any industrial wastewater.

3.15.1 Spills that can be handled by the operator shall be immediately contained and cleaned up. Notify RDC at 474-1271 and the Code 400 SUPERVISOR and Code 106.3 upon completion of the clean up.

3.15.2 Generated spill debris shall be managed in accordance with Federal, state and local laws, and regulations.

3.15.3 Spill debris generated shall be transported to PHNSY & IMF Building 1663 (between the hours of 7:00 a.m. to 2:00 p.m.) and or as directed by Code 106.3.

(V)(G) CHECKPOINT – “OBTAIN REPRESENTATIVE SAMPLE OF INDUSTRIAL WASTEWATER FOR ANALYSIS”

3.16 Contractor shall obtain representative sample(s) as directed by Code 106.3

3.16.1 Contractor will give 24-hour notice to Code 106.3 to schedule sample collection of industrial wastewater for analysis.

3.16.2 Sample(s) collected shall be collected and submitted to Code 134, not later than 0900 hours Monday thru Friday.

3.16.3 Contractor shall allow 15 – 20 working days for laboratory analysis results.

3.16.4 Contractors and sub-contractor(s) shall be trained to obtain representative sample(s), which includes training in utilizing proper sampling device(s) for specific sampling points, and in applying proper sampling techniques when collecting representative sample(s). Submit training record to Code 400 SUPERVISOR and Code 106.3.

(V)(G) CHECKPOINT – “SEAL INSTALLATION”

4 of 6

ITEM NO: 099-06PH
FY-2010
3.17 Seal each inlet and outlet opening on each receiving conveyance vehicle and/or holding tank(s) using serialized metal security “CAR” seals, installed in a manner, which will not allow additions or depletions of its contents immediately upon completion of sampling. Additions/depletions to contents will INVALIDATE analytical result and will require re-sampling at the contractor’s own cost.

3.18 Contractor shall move tank(s) from the pier for storage while awaiting laboratory analysis reports as requested by Code 106.3.

3.19 All wastewater/hazardous waste turned in to Code 106.3’s Hazardous Waste Facility at building 1663 shall be done in accordance with reference 2.3.

3.20 Final disposition of industrial wastewater will be as directed by Code 106.3.

3.21 Bilge and Oily Wastewater handling and disposal shall be as directed by Code 106.3 and as follows:

(V) (G) CHECKPOINT - “PROCESS START OF ACCUMULATION/TRANSPORTING OF BILGE/OILY WATER”

(V) (G) CHECKPOINT - “CONVEYANCE VEHICLE CLEANLINESS INSPECTION”

3.21.1 Contractor shall notify Code 400 SUPERVISOR and Code 106.3 at the start of accumulating bilge water/oily wastewater and obtain direction from Code 400 SUPERVISOR and Code 106.3 to turn-in bilge water/oily wastewater to NAVFAC IWTC/BOWTS and/or as directed.

3.21.2 Bilge water shall be kept free of the following materials: Aqueous Film Forming Foam (AFFF); sanitary waste (gray or black water); low flash point hydrocarbons; toxic or corrosive chemicals; paint; and any hazardous substances (i.e. solvents, pesticides, etc.).

3.21.3 Bilge water that has been or suspected to be contaminated with any of the prohibited items in 3.21.1, shall segregated from other bilge water batches, secure the batch and ensure additional bilge water is not added to contaminated bilge water.

(V) (G) CHECKPOINT – “OBTAIN REPRESENTATIVE SAMPLE OF CONTAMINATED BILGE WATER FOR ANALYSIS”

(V) (G) CHECKPOINT – “SEAL INSTALLATION”

3.21.3.1 Contaminated bilge water will require sampling and will be performed in accordance with paragraphs 3.16.1 through 3.16.4.

3.21.3.2 Accomplish paragraph 3.17 upon completion of sampling.
3.22 When contents of conveyance vehicle/holding tank contains 10% or greater petroleum product. Contractor shall remediate petroleum product to less than 10% prior to delivering to BOWTS. Petroleum product will be disposed of as directed by Code 106.3.

(V)(G) CHECKPOINT – "OBTAIN REPRESENTATIVE SAMPLE OF NON-BILGE WATER FOR ANALYSIS"

(V)(G) CHECKPOINT – "SEAL INSTALLATION"

3.22.1 All non-bilge wastewater may require analysis for profiling and turn-in to BOWTS/IWTC. Contractor will sample in accordance with 3.16 through 3.16.4.

3.22.2 Accomplish paragraph 3.18 upon completion of sampling.

4. Notes:

4.1 This CATEGORY – Local Standard Item interfaces with:

4.1.1 CATEGORY - 1 Local Standard Item 099-03PH

4.2 All laboratory analysis shall be accomplished by a Government laboratory or Government approved laboratory via the Code 400 SUPERVISOR and Code 134.

5. CONTRACTOR FURNISHED MATERIAL (CFM):

5.1 Pre-cleaned sampling device(s) & tools.

6. GOVERNMENT FURNISHED MATERIAL (GFM):

6.1 Pre-cleaned sample bottles.
1. **SCOPE:**

   1.1 **Title:** Additional Requirements for Contractor Cranes, multi-purpose machines, material handling equipment (forklifts), construction equipment when used as cranes to lift suspended loads and rigging equipment when used on the Pearl Harbor Naval Base Complex; accomplish

2. **REFERENCES:**

   2.1 Standard Items

   2.2 ATTACHMENT A, PHNSY & IMF Boundary Map - dated 1 Jul 10

   2.3 ATTACHMENT B, Table of Interim Allowable Bearing Capacities for Mobile Truck Crane Outriggers - dated 28 Aug 2009, 4 pages *(see Note 4.8)*

   2.4 ATTACHMENT C, CERTIFICATE OF COMPLIANCE (revised from Attachment A of 009-40 of 2.1)

   2.5 ATTACHMENT D, Contractor Crane or Rigging Operation Checklist

3. **REQUIREMENTS:**

   3.1 The crane’s outriggers’ pad load shall not exceed 86,000 pounds per outrigger pad during each lift at piers. At dry-dock areas, crane’s outrigger’s pad load shall not exceed 3.6 KSF (thousand pounds per square inch) per outrigger pad *[see notes 4.1. and 4.2]*.

   3.2 Accomplish the following for each dry-dock/pier location:
3.2.1 Identify the lift operations that may produce the largest outrigger loads. These lifts will be lifts with heaviest lift load capacity and lifts with large radii.

3.2.2 Calculate what the maximum boom lengths, minimum boom angle, lift capacity and, if required, crane rotational restriction that will be required to ensure that the outrigger pad loads will be below the maximum outrigger load or 86,000 pounds at piers or 3.6 KSF at dry-dock areas.

3.3 Submit one (1) legible copy of a report of 3.2.1 and 3.2.2 to the SUPERVISOR, Code 400 by FAX (474-7338) three (3) working days prior to the crane’s arrival at PHNSY & IMF’s Facility or movement to another dry-dock/pier location.

3.4 When planned to be used at the Pearl Harbor Naval Base Complex, notify the SUPERVISOR and send FAX @ 474-7338, a minimum of three (3) working days in advance prior to arrival of any crane, multi-purpose machine, material handling equipment (forklift), and/or construction equipment when used as cranes to lift suspended loads. The aforementioned three (3) days advance notification replaces the requirements of paragraph 3.1 of 009-40 of 2.1.

3.4.1 Notification shall include the following:

3.4.1.1 Contractor’s designated Point Of Contact (POC) for any and all issues concerning a crane, multi-purpose machine, material handling equipment (forklift), and/or construction equipment when used as cranes to lift suspended loads, including appropriate phone number(s) so POC can be reached 24 hours a day, seven days per week.

3.4.1.2 A description, (model & number) date, duration, and location of associated work of 3.4.

3.5 Replace Attachment A of 009-40 of 2.1 with Attachment C.

3.6 Post a copy of the completed Attachment C in the cab of the crane or in the cab, or on the multi-purpose machine, material handling equipment (forklift), and/or on the construction equipment when used as cranes to lift suspended loads. Attachment C may be in the contractor’s “on-site office” for the multi-purpose machine, material handling equipment (forklift), and/or on the construction equipment when used as cranes to lift suspended loads but not for cranes.
3.7 During the inspections of paragraph 3.2.2 of 009-40 of 2.1, while on PHNSY & IMF’s Facility, which is identified in 2.2, conduct a joint inspection of the crane and/or equipment of 3.4 with the SUPERVISOR, PHNSY & IMF’s Crane Accident Prevention Program (CAPP) Team’s representative(s) and/or COMNAV Region Hawaii’s POC utilizing Attachment D (see Note 4.9).

3.7.1 For crane(s), multi-purpose machine(s), material handling equipment [forklift(s)], and/or construction equipment when used as cranes to lift suspended loads require access into the Controlled Industrial Area (CIA), upon "satisfactory" inspection results of 3.5, allow and ensure that PHNSY & IMF’s CAPP Team’s Representative stamps "Attachment C" (Certificate of Compliance) with a PHNSY & IMF Code 700 CIA Access stamp [see note 4.5].

3.8 For each area of lift, strictly adhere to and accomplish the requirements and limitations of Attachment B, specifically, for the type of "Cranes Allowed", the "Allowed Capacity" for each area, dunnage requirements, outrigger pad locations, and boom rotation limits [see note 4.6].

3.8.1 Two of the crane’s outriggers shall be located on or within (not to exceed) twelve (12) inches of the center of the portal crane’s track. One of the other outriggers (third) shall be placed directly on the pier’s bent beam identified by a blue line on the ground that will be perpendicular to the portal crane’s track. The remaining outrigger (forth) shall be placed on the "required" dunnage plate [see note 4.7].

3.9 Allow periodic inspection(s)/surveillance(s) of the crane, multi-purpose machine, material handling equipment (forklift), and/or construction equipment when used as cranes to lift suspended loads and associated weight handling equipment by the SUPERVISOR, PHNSY & IMF’s Crane Accident Prevention Program (CAPP) Team’s Representative(s), and/or COMNAV Region Hawaii’s POC up to but no longer than a One (1) hour in duration, per occasion.

3.9.1 Correct noted deficiencies as directed by the SUPERVISOR.
4. NOTES:

4.1 Depending on size of crane, this may put certain restrictions on the boom's angle and boom's length and lift capacity.

4.2 To maintain 86,000 pounds (or 3.6 KSF) on the outriggers, the contractor shall find out what the heaviest lift and lifts with large radii would be during the entire contract. Using this "maximum weight" figure and the maximum outriggers' pad load of 86,000 pounds (or 3.6 KSF), a qualified person (licensed engineer) could now calculate what the minimum boom angle and maximum boom length would be to maintain 86,000 pounds (or 3.6 KSF) on the outriggers.

4.3 This Local Standard Item (LSI) interfaces with NAVSEA Standard Item 009-40.

4.4 The requirements of paragraph 3.4 of this LSI supercedes the requirements of paragraph 3.2.1 of NAVSEA Standard Item 009-40. For Emergent Work, the contractor shall accomplish the requirements of 3.4 within 24 hours of knowing a crane is needed.

4.5 PHNSY & IMF implemented a new policy to facilitate enforcement of contractor cranes, multi-purpose machines, material handling equipment (forklifts), and/or construction equipment when used as cranes to lift suspended loads requirements within PHNSY & IMF's Controlled Industrial Area CIA). Contractors are advised that contractor cranes, multi-purpose machine, material handling equipment (forklift), and/or construction equipment when used as cranes to lift suspended loads will not be allowed in the CIA without a PHNSY & IMF Code 700 CIA Access stamp "Attachment C" (Certificate of Compliance). To preclude from being denied entry into the CIA, the contractor must ensure that such a stamp is placed on "Attachment C"; accordingly.

4.6 Outrigger pad locations are identified in Figure 1 of Attachment A. Boom rotation limits are identified in Figure 1 of Attachment A or as determined per 3.2. Also see contract information requirements of paragraph 3.2.4 of 009-40 of 2.1.

4.7 Usually, only two (2) dunnage plates are required unless others are necessary to maintain levelness of the crane.
4.8 Attachment B is subject to change at any time. The contractor should contact the SUPERVISOR Crane Point Of Contact (POC) Code 400 (see Note 4.11) to obtain the latest table of "Interim Allowable Bearing Capacities for Mobile Truck Crane Outriggers".

4.9 Attachment D checklist is in addition to the requirement of paragraph 3.8.8 of 009-40 of 2.1.

4.10 Attachments A through D are made available upon request by contacting any of the SUPERVISOR's Crane Point Of Contacts (POCs).

4.11. SUPERVISOR Crane POCs are as follows:

4.11.1 Mr. Harry Naidas, office phone: (808) 473-8000 X-5495;
     cell: (808) 630-7798.

4.11.2 Mr. Ed Acuna, office phone: (808) 473-8000 X-4238;
     Cell: (808) 306-9373.

4.11.3 Mr. Richard Ball, office phone: (808) 473-8000 X-5571;
     Cell: (808) 285-7866.

5. GOVERNMENT FURNISHED MATERIALS (GFM)

5.1 None.
<table>
<thead>
<tr>
<th>Item</th>
<th>Area</th>
<th>Allowed Capacity + (see note 3)</th>
<th>Cranes Allowed +</th>
<th>Justification</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>GD-2</td>
<td>86 kips with rigid** dunnage. Limited rotation with standard* dunnage.</td>
<td>E, I</td>
<td>Based on Code 910 evaluation of drawings</td>
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<tr>
<td>4</td>
<td>Bldgs. 5, 167 and Plate Yard</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A</td>
<td>C/910 E-mail from M. Yamabe to M. Sasaki</td>
<td>Shipyard truck cranes not allowed on B-3</td>
</tr>
<tr>
<td>5</td>
<td>Bravo 1-2 piers</td>
<td>86 kips with standard* dunnage</td>
<td>D, I</td>
<td>NFESC analysis &amp; consultation w/ Naval Facilities Engineering Service Center (Dr. George Warren) and PACDIV (Karl Cheng)</td>
<td></td>
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<tr>
<td>6</td>
<td>Bravo 3, 4 &amp; 5 piers</td>
<td>No shipyard truck cranes allowed. See separate NAVFAC HI guidance prepared by Consulting Structural Hawaii titled &quot;Structural Load and Mooring Analyses B3-B5&quot;, Contract N62742-07-D-0008</td>
<td></td>
<td></td>
<td></td>
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<td>7</td>
<td>Bravo 7-9</td>
<td>No truck crane operations allowed, limited truck crane travel path, per Navfac HI guidance provided by Nagamine Okawa Engineers Inc.</td>
<td></td>
<td></td>
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<tr>
<td>8</td>
<td>Bravo 12 pier only on the portion of the pier with crane tracks.</td>
<td>86 kips with rigid** dunnage. Limited rotation with standard* dunnage.</td>
<td>E, I</td>
<td>Consultation with Naval Facilities Engineering Services (Dr. George Warren) and PACDIV (Karl Cheng)</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Bravo 12 pier without crane tracks</td>
<td>No mobile cranes allowed</td>
<td>None</td>
<td></td>
<td></td>
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<tr>
<td>10</td>
<td>Bravo 5, 10, 11, 13, &amp;14 piers</td>
<td>86 kips with rigid** dunnage. Limited rotation with standard* dunnage. (see note 1)</td>
<td>E, I</td>
<td>C/910 E-mail from R. Woodson to M. Sasaki 4/7/00</td>
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<tr>
<td>13</td>
<td>Bravo 20 pier</td>
<td>105 ton point loading, no dunnage required</td>
<td>C</td>
<td>Design capacity, NAVFAC Dwg 7960789</td>
<td></td>
</tr>
</tbody>
</table>

+ See Notes on page below

Changes made are in bold print.
<table>
<thead>
<tr>
<th>Item</th>
<th>Area</th>
<th>Allowed Capacity + (see note 3)</th>
<th>Cranes Allowed +</th>
<th>Justification</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>DD #1</td>
<td>3.6 ksf with standard* dunnage (see note 2)</td>
<td>A, H, I</td>
<td>Analysis based on soil borings.</td>
<td></td>
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<tr>
<td>17</td>
<td>DD #2 outside complex, DD #3 &amp; #4</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A, H, I</td>
<td>Based on soils boring</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Sierra piers 1A/1B</td>
<td>See separate PacDiv guidance Prepared by Sato &amp; Associates titled “Structural Load and Mooring Analyses, Sierra Docks S1A to S2A”, dated February 2004.</td>
<td></td>
<td></td>
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<tr>
<td>19</td>
<td>Sierra 13 &amp; 14 and Sierra 12 past 900 ft mark</td>
<td>See separate PacDiv guidance Prepared by Consulting Structural Hawaii Inc. titled “Structural Load Analysis, Sierra 13 and 14”, dated March 2005.</td>
<td></td>
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<tr>
<td>20</td>
<td>Sierra piers 8, 9, 10, 11 &amp; 12 (up to 900 ft mark) and Yankee piers</td>
<td>105 ton point loading, no dunnage required</td>
<td>C</td>
<td>Design capacity, Navfac Dwg 7916371 and 7096350</td>
<td></td>
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<tr>
<td>22</td>
<td>Bldg. 1274 Compound (asphalt) except north of Bldg. 1409</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A, H</td>
<td>Location on mudrock, site evaluation by PACDIV</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>CIF</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A</td>
<td>Location within old shoreline; site evaluation; observed large loads in area.</td>
<td></td>
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<tr>
<td>24</td>
<td>Bldg. 129</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A</td>
<td>Location on mudrock; site evaluation; observed large loads in the area.</td>
<td></td>
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<tr>
<td>26</td>
<td>Bldg. 215</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A</td>
<td>On mudrock</td>
<td></td>
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<tr>
<td>27</td>
<td>MRW #2</td>
<td>5.0 ksf with standard* dunnage</td>
<td>B, H</td>
<td>Based on A&amp;E preliminary data of 3/25/00.</td>
<td></td>
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<tr>
<td>28</td>
<td>Bldg. 1673 test site</td>
<td>4.7 ksf with standard* dunnage based on planned usage.</td>
<td>A</td>
<td>On mudrock; close areas rated for 5000 psf.</td>
<td></td>
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<tr>
<td>29</td>
<td>Asphalt areas around Bldg. 1673</td>
<td>4.7 ksf with standard* dunnage</td>
<td>B, H</td>
<td>On mudrock; based on soils boring of area.</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Bldg. 1670 test site</td>
<td>4.7 ksf with standard* dunnage based on planned usage.</td>
<td>B, H</td>
<td>On mudrock; close areas rated for 5000 psf.</td>
<td></td>
</tr>
</tbody>
</table>

* See Notes on page below

Changes made are in bold print.
### Table of Interim Allowable Bearing Capacities for Mobile Crane Outriggers

<table>
<thead>
<tr>
<th>Item</th>
<th>Area</th>
<th>Allowed Capacity + (see note 3)</th>
<th>Cranes Allowed +</th>
<th>Justification</th>
<th>Notes</th>
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<tbody>
<tr>
<td>31</td>
<td>Asphalt areas around Bldg. 1670</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A, H</td>
<td>On mudrock; site check by PACDIV.</td>
<td></td>
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<tr>
<td>32</td>
<td>Bldg. 155</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A</td>
<td>Location on mudrock C/910 E-mail from M. Yamabe to M. Sasaki</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Area between buildings 68 and 72</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A, H</td>
<td>Location on mudrock C/910 E-mail from M. Yamabe to M. Sasaki</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>Shop 31 shaft lathe area</td>
<td>4.7 ksf with standard* dunnage</td>
<td>B</td>
<td>Location on mudrock, site evaluation by PACDIV. Previous testing by Code 910.</td>
<td></td>
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<tr>
<td>35</td>
<td>CIA to DD #4</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A, H, I</td>
<td>On mudrock, location on mudrock</td>
<td></td>
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<tr>
<td>36</td>
<td>Between Bldgs. 5&amp;9</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A, H</td>
<td>Previous use and location on mudrock</td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>Ground area near Bravo-8</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A, H</td>
<td>Location on mudrock see note 1.</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>Asphalt area around Bldg. 149</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A, H</td>
<td>Location on mudrock</td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>Bldg. 39</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A</td>
<td>Location on mudrock</td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>Hotel piers</td>
<td>No mobile cranes allowed</td>
<td>None</td>
<td>Based on a review of structural data provided by COMNAVREG, there are no cranes in the PHNS&amp;IMF inventory that will comply with the restrictions provided.</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Kilo 10 &amp; 11 piers rebuilt portions only</td>
<td>116 ton point loading on 50 ft wide reinforced portion of pier, no dunnage required</td>
<td>C</td>
<td>Design Capacity Navfac Dwg 7944664 and 7963408</td>
<td>Lifts on rebuilt portion of pier only, no lifts on original pier.</td>
</tr>
<tr>
<td>42</td>
<td>Kilo piers All Others</td>
<td>No mobile cranes allowed</td>
<td>None</td>
<td>Based on a review of structural data provided by COMNAVREG, there are no cranes in the PHNS&amp;IMF inventory that will comply with the restrictions provided.</td>
<td></td>
</tr>
<tr>
<td>43</td>
<td>All ground areas within the Shipyard not specified</td>
<td>3.6 ksf with standard* dunnage</td>
<td>A, H</td>
<td>Consultation with PACDIV (Karl Cheng)</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**

1. No lifts at the head of Bravo 8 and Bravo 10.
2. No lifts starboard side of DD #1 in the vicinity of boring B-7.
3. Standard or rigid dunnage not required if outrigger can be placed (center of outrigger to center of rail or track) within 1' of portal crane rails or railroad tracks.
4. Truck crane T56 and T60 are equal. When operating crane T60 follow the guidance and restrictions of T56.
5. Truck crane T54 may operate anywhere Navfac's 82-05424 truck crane is allowed to operate. When operating T54 follow the guidance and restrictions of Navfac truck crane 82-05424.
6. Navfac truck crane 82-05430 may operate anywhere Navfac's 82-05115 truck crane is allowed to operate. When operating 82-05430 follow the guidance and restrictions of Navfac crane 82-05115.

*See Notes on page below*

Changes made are in bold print.
Table of Interim Allowable Bearing Capacities for Mobile Crane Outriggers
7. Navfac truck crane 82-05519 may operate anywhere Navfac's 82-05541 truck crane is allowed to operate. When operating 82-05519 follow the guidance and restrictions of Navfac crane 82-05541.
8. Navfac truck crane 82-05107 may operate anywhere Navfac's 82-05110 truck crane is allowed to operate. When operating 82-05107 follow the guidance and restrictions of Navfac crane 82-05110.

A - Link-Belt RTC 8025, RTC 8050, Drott 2500, Badger 4445, Grove RT 630C, RT 635C, RT 760, RT 522B, RT 525C, TMS 250C, TMS 300B, TMS 540, TMS 700B, TMS 760, GMK 3050, GMK 3055, Dmag AC80-l, Western Traction TC-110-55, Manitex M22101, Lorain 18T & LRT 450, Krupp KMK 4070 and KMK 3045 w/SD (min). Grove RT 870 & RT 880 w/ 6’x6’x1” thick plate steel with 3/4” plywood or PWC RD.
B - Link-Belt RTC 8025, RTC 8050, Drott 2500, Badger 4445, Grove RT 630C, RT 635C, RT 760, RT 522B, RT 525C, RT 870, RT 880, TMS 250C, TMS 300B, TMS 540, TMS 700B, TMS 760, GMK 3050, GMK 3055, Dmag AC80-1, Western Traction TC-110-55, Manitex M22101, Lorain 18T & LRT 450, Krupp KMK 4070 & KMK 3045 w/SD (min). For RT 870&880, a 5 MPH travel speed limit when operating on piers.
C - Link-Belt RTC 8025, RTC 8050, Drott 2500, Krupp KMK 4070 & KMK 3045, Badger 4445, Grove RT 630C, RT 635C, RT 760, RT 522B, RT 525C, RT 870, RT 880, TMS 250C, TMS 300B, TMS 540, TMS 700B, TMS 760, GMK 3050, GMK 3055, GMK 4090 (T-56 and T60), GMK 6220 (T-58), Dmag AC80-l, Western Traction TC-110-55, Manitex M22101, Lorain 18T & LRT 450 may be used with no dunnage required.
D - Link-Belt RTC 8025, RTC 8050, Drott 2500, Badger 4445, Grove RT 630C, RT 635C, RT 760, RT 522B, RT 525C, TMS 250C, TMS 300B, TMS 540, TMS 700B, TMS 760, GMK 3050, GMK 3055, Dmag AC80-1, Western Traction TC-110-55, Manitex M22101, Lorain 18T & LRT 450, Krupp KMK 4070 & KMK 3045 may be used with 4’x6’x6” thick wood dunnage.
E - Link-Belt RTC 8025, RTC 8050, Drott 2500, Badger 4445, Grove RT 630C, RT 635C, RT 760, RT522B, RT 525C, TMS 250C, TMS 300B, TMS 540, TMS 700B, TMS 760, GMK 3050, GMK 3055, Dmag 4090 (T56 and T60), Dmag AC80-1, Western Traction TC-110-55, Manitex M22101, Lorain 18T & LRT 450, Krupp KMK 4070 and KMK 3045 w/SD (min). The Grove RT 870 & RT 880 w/SD (min) and 5 MPH max travel speed. Set-up 2 outriggers on or within 1’ of portal crane rails or railroad tracks and 3rd outrigger on a transverse beam. The 4th outrigger shall be on standard dunnage or transverse beam. Lifts shall be limited to over the transverse girder and portal crane rail foundation see fig. (1). (If 3rd & 4th outrigger can be placed on transverse beams or opposite railroad track or portal crane track, no rotational restriction applies.)
F - Deleted.
H - The following cranes may be used on overland area provided properly sized dunnage are used and cranes are moved to the worksite in the travel configuration only: P&K 912TSC w/26 ft² dunnage, Manitowoc 3900T w/30 ft² dunnage, Link Belt HC 258 w/46 ft² dunnage. Dunnage requirements are 1” thick (min) steel on 4” thick (min) wood.
I - Truck crane T-58 (with 13Ton counterweight) may operate provided all outriggers are on rigid dunnage and outriggers are over the portal crane rails.

* - Standard Dunnage (SD) is defined as 4’ x 6’ x ¾’ thick steel plate with 4”-6” (nominal size) wood timber below.
** - Rigid dunnage is defined as 4’ x 6’ made of steel plate & rectangular tubes.
*** - PWC Rigid Dunnage (PWC RD) is defined as 6x6 dunnage made of steel plate and rectangular tubes.

+ See Notes on page below

Changes made are in bold print.
**APPENDIX P – CONTRACTOR CRANE (OR ALTERNATE MACHINE USED TO LIFT SUSPENDED LOAD) AND RIGGING GEAR REQUIREMENTS**

**CERTIFICATE OF COMPLIANCE**

This certificate shall be signed by an official of the company that provides cranes (or multi-purpose machines, material handling equipment, or construction equipment used to lift loads suspended by rigging gear) or rigging gear for any application under this contract. Post a completed certificate on each crane or alternate machine (or in the contractor's on-site office for rigging operations) brought onto Navy property.

<table>
<thead>
<tr>
<th>CONTRACTING OFFICER’S POINT OF CONTACT (Government Representative)</th>
<th>PHONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRIME CONTRACTOR/PHONE</td>
<td>CONTRACT NUMBER</td>
</tr>
<tr>
<td>CRANE OR ALTERNATE MACHINE SUPPLIER/PHONE (If different from prime contractor)</td>
<td>CRANE OR ALTERNATE MACHINE NUMBER (i.e., ID number)</td>
</tr>
<tr>
<td>CRANE OR ALTERNATE MACHINE MANUFACTURER/TYPE/CAPACITY</td>
<td></td>
</tr>
<tr>
<td>CRANE OR ALTERNATE MACHINE OPERATOR’S NAME(S)</td>
<td></td>
</tr>
</tbody>
</table>

I certify that

1. The above noted crane or alternate machine and all rigging gear conform to applicable OSHA regulations (host country regulations for naval activities in foreign countries) and applicable ASME B30 standards. The following OSHA regulations and ASME standards apply:

2. The operators noted above have been trained and are qualified for the operation of the above noted crane(s) or alternate machine(s).

3. The operators noted above have been trained not to bypass safety devices during lifting operations.

4. The operators, riggers and company officials are aware of the actions required in the event of an accident as specified in the contract.

<table>
<thead>
<tr>
<th>COMPANY OFFICIAL SIGNATURE</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMPANY OFFICIAL NAME/TITLE</td>
<td></td>
</tr>
</tbody>
</table>

**POST ON CRANE (OR ALTERNATE MACHINE)**

**(IN CAB OR VEHICLE)**

(or in the contractor's on-site office for rigging operations)

**FIGURE P-1**
<table>
<thead>
<tr>
<th></th>
<th>CONTRACTOR CRANE OR RIGGING OPERATION CHECKLIST</th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Is the Certificate of Compliance, P-1, in the operator's cab (or in the contractor's on-site office for rigging operations) with the current operator's name listed?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Is the crane/machine transited to and from the job site correctly? Are the OEM instructions for travel being followed?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Does the operator know the weight of the load to be lifted?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Is the load to be lifted within the crane/machine manufacturer's rated capacity in its present configuration?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Are outriggers or stabilizers required?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>If outriggers are required, are outriggers fully extended and down, and the crane load off the wheels?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>If blocking is required, is the entire surface of the outrigger pad supported and is the blocking material of sufficient strength to safely support the loaded outrigger pad?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>If outriggers are not used, is the crane/machine rated for on-rubber lifts by the manufacturer's load chart? If stabilizers are used and not outriggers and the wheels are not off the ground is this the correct setup in accordance with the OEM?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Is the swing radius of the crane counterweight clear of people and obstructions and accessible areas within the swing area barricaded to prevent injury or damage?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Has the hook been centered over the load in such a manner to minimize swing?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Is the load well secured and balanced in the sling or lifting device before it is lifted more than a few inches?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Is the lift and swing path clear of obstructions?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>If rotation of the load being lifted is hazardous, is a tag or restraint line being used?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Are personnel prevented from standing or passing under a suspended load?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Is the operator's attention diverted?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Are proper signals being used at all times? Is the operator responding properly to the signals? Are radios used for blind lifts?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Is the load lifted a few inches to ensure it is secure and balanced?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Are empty hooks lashed or otherwise secured during travel to prevent swinging?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Does the operator remain at the controls while the load is suspended?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Do the operations ensure that side loading is prohibited?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Are personnel prevented from riding on a load?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Are start and stop motions in a smooth fluid motion (no sudden acceleration or deceleration)?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>If operating near electric power lines, are the rules and guidelines understood and adhered to?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Is the lift a critical lift?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>If so, are all regulations understood and check-off sheets initialed and signed off?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25.1</td>
<td>Are any overhead power lines in the vicinity?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25.2</td>
<td>If so, are complex lift rules and 1926.550(a)(15) being followed?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>If pick and carry operations are allowed and performed, are OEM directions followed (e.g. rotation lock engaged, boom centered over front or rear, etc.)?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>When the crane/machine is left unattended, is it in a safe condition?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Is rigging gear undamaged and acceptable for the application?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

FIGURE P-2 (1 of 2)
<table>
<thead>
<tr>
<th></th>
<th>Question</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>Does rigging gear meet applicable ASME or host country standards (e.g. ASME B30.9 for slings, B30.10 for hooks, B30.26 for hardware such as shackles, safety hoist rings, eyebolts, etc, B30.20 for below the hook lifting devices, etc.)?</td>
</tr>
<tr>
<td>29</td>
<td>Is the rigging gear inspected prior to use?</td>
</tr>
<tr>
<td>30</td>
<td>Is chafing gear used to protect slings (especially synthetic slings) and equipment from damage due to sharp corners and edges?</td>
</tr>
<tr>
<td>31</td>
<td>Is the rigging gear used in accordance with its working load limit? Is the load limit visible?</td>
</tr>
<tr>
<td>32</td>
<td>Are positive latching devices used on crane and rigging hooks, or are the hooks &quot;moused&quot;?</td>
</tr>
</tbody>
</table>

**Contractor:**

**Subcontractor:**

**Location:**

**Date:**

**Notes:**

Signature of Contracting Officer's Representative:

**FIGURE P-2 (2 of 2)**