DEPARTMENT OF THE NAVY
NAVAL SHIP ENGINEERING CENTER, PHILADELPHIA DIVISION
PHILADELPHIA, PA. 19112

MAY 1969
ENGINEERING

IN REPLY REFER TO
6764:MA:lal
9390(FA-287)
Ser 724
30 APR 1969

From: Officer in Charge, Naval Ship Engineering Center, Philadelphia Division
To: Ingalls Shipbuilding Corporation, Pascagoula, Ms. 39567
Via: Supervisor of Shipbuilding, Conversion and Repair, USN, Pascagoula

Subj: Shipyard Practices in Combating the Hazards Attending the Use of Insulating Materials; request for information concerning; NAVSECPHILADIV Project FA-287

1. The serious hazards of asbestos have recently received widespread publicity and have generated a high level of interest in its use by the U. S. Navy as an insulating material. Although the Naval Shipyards have for many years been aware of the hazards associated with asbestos and have observed certain precautionary measures, it is evident that more stringent measures must be taken to insure personnel safety. There are many varied uses of asbestos in the Navy and the most important from a health hazard viewpoint is from piping insulation, lagging and boiler insulation. The hazard exists wherever there is a possibility of dust evolution during operations such as fabrication, installation, and especially during rip-out.

2. In order to minimize the hazards associated with the use of asbestos and therefore reduce the possibility of injury to personnel, a comprehensive study has been initiated by NAVSEC, and NAVSECPHILADIV has been assigned responsibilities to conduct the following:

a. Survey of Naval and private shipyards to determine uses of asbestos, alternates available and rationale for choice of material selected, safety precautions observed, and relative costs of materials and installation.

b. Assemble pertinent shipyard publications including safety manuals, medical records, fabrication manuals and shop procedures for asbestos workers.

c. Seek the cooperation of manufacturers and suppliers of insulation to the Navy in suggesting replacement materials for those known to cause the most severe problems during rip-out operations.

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EXHIBIT
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M-881

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3. Pursuant to urgent NAVSHIPS directives, the aid of shipyards is being solicited to conduct this study in the most expeditious manner. Accordingl answers to the following questions are requested for collation and evaluation purposes:

a. What insulating materials are presently being used for piping and boiler insulation and what rationale is being used for considering non-asbestos containing substitutes?

b. What areas, other than piping and boilers, are being insulated with asbestos and what adequate alternate materials are available for these applications?

c. What safety precautions are being observed during the fabrication, installation and rip-out of insulating materials?

d. What appropriate written instructions are available concerning shop and ship practices for insulation workers?

e. What is the incidence of respiratory problems encountered by personn engaged in the fabrication, installation and rip-out of insulating materials

f. What recommendations for preventing the bioeffects of asbestos dust and fibers on exposed insulation workers can be made?

4. Due to the urgency of this undertaking, it is requested that the above information be forwarded no later than 1 June 1969, addressed to the Naval Ship Engineering Center, Philadelphia Division, 6764, Philadelphia, Pa. 19112. Where additional data is deemed necessary, personal contact will be arranged. Dr. M. Anmuth is the project engineer for this task. The telephone number is (215) 755-3922. The capabilities of manufacturers o industrial insulation are to be explored by NAVSECPHILADIV and the entire input will be utilized by NAVSHIPS in promulgating a directive which will eliminate the use of materials and practices which are potentially hazardous to the health of insulation workers.

J. W. Murdock

J. W. MURDOCK
By direction

Copy to:
OP 98
BUMED 732
NAVSHIPS 072C, 00A
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6760, 6764(4)

CRMC-Motley1000-Subj-004671

October 1, 1969

TO: Officer in Charge
Naval Ship Engineering Center
Philadelphia Division
Philadelphia, Pennsylvania

VIA: Supervisor of Shipbuilding
Conversion & Repair, USN
Pascagoula, Mississippi

SUBJECT: Shipyard Practices in Combating the Hazards Attending the Use of Insulating Materials; NavSec Phila Div Project FA-287

REFERENCE: (a) NavSec Phila Div Ltr 6764: MA:lal 9390 (FA-287) Ser 724 of 30 April, 1969 fwded by SupShip Ltr Ind 202C: ARL:hda, 9390 Ser 202C-558 of 12 May 1969

ENCLOSURE: (1) Tabulation of Survey Results of Use of Insulating Materials at Ingalls Shipbuilding Division

Enclosure (1) is forwarded herewith in reply to Reference (a). It is regretted that the reply is so late, but the information was difficult to assemble.

Additional comments are furnished below:

(a) Our Medical and Compensation Department reports, "No known treatment or payment of cases diagnosed as those caused by asbestos dust".

(b) Safety regulations concerning threshold limit values as imposed by the yard and law are enforced. Most safety and health regulations in effect deal with ventilation and personal protective equipment required generally rather than to a specific hazard.

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(c) The yard makes available respirators (Bureau of Mines approved only) for all type operations.

(d) Most insulation work involving asbestos materials is performed by sub-contractors. In addition, the material used is usually required by Government specifications.

(e) Few, if any, written instructions are available concerning shop and ship practices for insulation workers.

Recommendations based upon the theory of asbestos dust as a harmful product follow:

(1) That asbestos insulation work be performed at such a time as to minimize exposure to personnel in the adjacent areas. (2nd & 3rd shifts)

(2) That wet processes be adopted where feasible.

(3) That specifications concerning insulation materials be made flexible enough to allow non-asbestos substitutes.

(4) That heavy cutting of asbestos materials be performed in well ventilated areas.

(5) That all employees working with asbestos materials and those in the immediate area be required to wear the approved type respirator.

THE INGALLS SHIPBUILDING DIVISION
LITTON SYSTEMS, INCORPORATED

M.A. Weeks
Director
Industrial Relations

MAW/dsp
Encl.

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