



05100

MEMORANDUM

NOV 29 2010

From: M. J. TEDESCO, RADM
COMDT(CG-11)

A handwritten signature in black ink, appearing to be "M. J. Tedesco", written over the printed name.

Reply to: CG-1134
Attn of: Mr George Borlase
(202) 475-5218

To: COMDT (CG-751)

Subj: FINAL SUMMARY LETTER- USCGC GALLATIN CLASS "C" HIPO,
ENGINEERING STOREROOM #1 FIRE, 19 JUN 2009

Ref: (a) Safety and Environmental Health Manual, COMDTINST M5100.47 (series)

1. SYNOPSIS. On 19 June 2009 while CGC Gallatin and CGC Dallas were dry-docked side by side at Detyens Shipyard, Inc. in Charleston, SC, a shipyard worker was cutting into the shell plating in the starboard, forward corner of engineering storeroom (number 1) and ignited supplies stored near the hull of the compartment. The contractor had not issued a hot work permit, established fire watch, or provided the worker with a partner, and the shipyard had not authorized the hot work. Nor was the compartment properly prepared for hot work (e.g. insulation removed, combustibles taken out of the space, etc.). Gallatin crew provided fire watches in the engine room, but no fire watch was posted in engineering storeroom # 1 since hot work was not contractually approved or certified safe for hot work. The DCC discovered white smoke coming from passageway, 2-256-0-1, at approximately 1105 and notified the quarterdeck. The Gallatin's rapid response team arrived on scene and took initial actions with negative results. The Gallatin's repair II fire team relieved the rapid response team and continued an indirect attack of the fire. Detyens Shipyard contacted the North Charleston Fire Department (NCFD) and the NCFD arrived on-scene at approximately 1127. NCFD took the lead in fighting the fire while Gallatin and Dallas crews set fire boundaries and investigated surrounding areas. The configuration of the engineering storeroom # 1 compartment and a locked storage cage in the compartment restricted access to the fire and hampered firefighting efforts. Shortly after 1300, the fire was reported out and de-smoking procedures commenced. The fire re-flashed approximately 35-minutes later and NCFD reengaged the fire. At approximately 1530, all personnel were removed from the space due to increasing temperatures. At 1600, the shipyard, under direction from the Coast Guard, cut a hole in the shell plating of engineering storeroom # 1 to allow positive ventilation and to apply aqueous foam. NCFD reported the fire out at 1703. Overhaul of the compartment commenced at 1855 and the compartment was secured at approximately 2130. Three crewmen from Gallatin were hospitalized for heat stress and released.

2. Corrective Action. After review of the Mishap Analysis report, per ref (a), I have recommended corrective action via an internal Final Summary Message (FOUO) to prevent similar future mishaps.

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