

FLASH

Factual Lines About Submarine Hazards
Submarine Division of the Naval Safety Center
October - December 2011



If your power strip is bigger than you it does not belong on the Boat!
NSN 6150-01-362-7192 is the only authorized power strip.

We at the Naval Safety Center look forward to your questions and feedback. In the spirit of "ASK THE FLASH," we have opened the FLASH up for write-in articles and cartoons. You can find the Naval Safety Center classified web page at <https://www.csp.navy.smil.mil/NSC-SUB> and the Naval Safety Center videos on You Tube at <http://www.youtube.com/user/dsteber1849>

Warnings, Cautions and Notes

The Flash is a newsletter that provides safety-related information to the fleet. This information is a summary of research from selected mishaps and surveys conducted throughout the force. The data is provided to assist you in your mishap prevention program and give advance notice of other safety-related information.

This newsletter is NOT authoritative.

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Welcome Aboard

LT Ray

Greetings; my name is LT Rich Ray. I have relieved CDR Webb as the submarine division head at the Naval Safety Center.

First order of business is to congratulate CDR Webb on his highly successful naval career of 29 years. All of us here at the Safety Center wish him, "Fair Winds and Following Seas." His leadership will be missed.

Second order of business is to chart the way ahead for our safety program and ensure our Sailors understand and mitigate the hazards they face on a daily basis. Our submarines are needed at sea - in an unforgiving environment - with trained Sailors ready to meet any assigned task. A solid safety program and ORM are some of the key foundational building blocks for that operational readiness. You are my customer. As you prepare and execute your mission, I am standing by to assist you in any way possible. Don't hesitate to call or email with your questions.

Lastly, our SOP will not change. We are a survey team, not an inspection team. You do not receive a grade when we depart. You will probably have a work list, but we provide you the necessary tools to complete the work. We provide training when requested and provide the requirements and source documents to back up deficiencies when discovered. Again, our goal is to aid you in your preparation to successfully meet your next mission. Stay safe. Talk to you soon.

Welcome Aboard

LT Seaward

I am LT Chris Seaward. A little bit of background on myself: I did my JO tour onboard the USS Connecticut and my DH tour as navigator onboard the USS Providence. I will be working with LT Rich Ray performing safety surveys and working Class 'A' mishaps in the fleet. I look forward to working with all the submarine crews during my tour here at the Naval Safety Center. Our goal is to help prepare you, from a safety and ORM standpoint, for the successful execution and completion of all your demanding missions. I am here to help you with any questions or problems that you might have, so please feel free to contact me at any time.

Safety Admin & General Departmental

EMCM (SW/AW) Valdepeña

A substantial number of safety program related significant discrepancies are the result of not meeting the requirements listed below. In both the safety admin and general departmental areas four of the top five FY2011 discrepancies are a repeat from FY2010. All references can be found utilizing the checklists at <http://www.safetycenter.navy.mil/> under the "AFLOAT" tab, "SUBMARINES."

Safety Officer Administration: FY2010 repeat discrepancy. 84.8% of units surveyed failed to maintain safety hazard reports of on-the-spot corrections for identification of similar hazards and trends.

The tracking program must contain at a minimum:

- (1) Date, time, location, and description of hazard.
- (2) Risk assessment codes assigned by the safety officer.
- (3) Action taken to control or mitigate hazard.

(4) Action taken or implemented to correct the hazard.

(5) Verification and date hazard is eliminated. Maintain data for 2 years to support trend analysis.

Best practice - Implement a safety officer ESL/Tracking program. The crew understands and is accustomed to the ESL; adding a safety division (SP01) for tracking is quick, understood and reviewable. Note: If your command does not have a standardized safety discrepancy reporting method; the safety officer will not receive all of the data required to be placed in the safety ESL.

Safety Officer Administration: FY2010 repeat discrepancy. 78.8% of units surveyed did not have a process in place to track personnel convicted of serious traffic violations or who have been determined to be at fault in a traffic mishap while operating a PMV on base, or a GMV on/off base, attended a Driver Improvement Program.

Best practice - Implement a safety officer tracking program ensuring any accident that meets the above criteria get reported and tracked to completion.

Safety Officer Administration: 78.8% of units surveyed did not have a complete file of all reports for the past five years.

Best practice - Quarterly, review all accident and injury reports and ensure required safety mishaps are submitted in a timely manner. Also ensure submitted WESS reports match accident injury reports, requiring a safety mishap report, for the past five years.

Safety Officer Administration: FY2010 repeat discrepancy. 75.8% of units surveyed failed to have the safety council meet quarterly and maintain minutes.

Best practice - Add safety council requirements to the command tickler. Maintain the safety council minutes in the safety officer binder.

Safety Officer Administration: FY2010 repeat discrepancy. 66.7% of units surveyed did not retain or maintain documentation of hazards identified through inspections, surveys or as reported by individuals.

You are required to have a written and reviewable reporting method that identifies:

- (1) Date, time, location, and description of hazard.
- (2) Risk assessment code.
- (3) Recommended corrective action to control or eliminate hazard.
- (4) Action taken to implement that correction.
- (5) Verification and date hazard corrected/eliminated.

Best practice - Submariners are accustomed to verbally reporting safety discrepancies to the COW/co-pilot/DCPO. There are two best practices that work well and meet reporting requirements.

1. Use the green book/trouble log to record both underway and in-port equipment and safety deficiencies. This reporting method is understood by the crew and adds no additional admin to the commands work load.

2. Have the COW/co-pilot/DCPO log safety discrepancies directly into the safety ESL. This requires the safety ESL to be held or accessed at the COW/co-pilot/DCPO watch station.

General Departmental: FY2010 repeat discrepancy. 76% of units surveyed did not have flood control doors lock when their latches were released.

Best practice - Follow the guidance of GEN SPECS Section 624. Conduct a visual inspection and operational test of the doors during each field day.

General Departmental: 70% of units surveyed did not have inclined ladders marked with 2" photo luminescent strips on the dust shield at the top and bottom step and vertical ladders marked with a 10" long 2" wide photo luminescent strip on the flat face of each rung. 56.7% of units surveyed did not have doors and hatches along egress routes with 4 lines of good condition 2" photo luminescent tape along the straight portions of the door/hatch.

Best practice - Follow the guidance of the associated A&I and PMS MIP 6600/006 series 24M-1R. Conduct a visual inspection during each field day.

General Departmental: **FY2010 repeat discrepancy.** 67.7% of units surveyed did not have only approved Navy fire retardant wool blankets and pillows in berthing.

Best practice - Follow the guidance given in COMNAVSEASYS COM WASHINGTON DC 081437Z JUL 08. Conduct random sweeps of berthing areas for unauthorized bedding. This is another item to consider adding to your field-day routine.

General Departmental: **FY2010 repeat discrepancy.** 58.6% of units surveyed did not have gaskets on flood control and the maneuvering doors in good condition (clean of dirt, debris, and paint).

Best practice - Follow the guidance of GENSPECS Section 624. Conduct a visual inspection of the doors during each field day.

General Departmental: **FY2010 repeat discrepancy.** 55.9% of units surveyed were not providing personnel with and using ear protection devices when required aboard ship or support facilities.

Best practice - Follow the guidance of OPNAVINST 5100.19E for those areas that meet the threshold for hearing protection. Observe the proper use of hearing protection during monitor watches and field day evolutions.

PMS Monitoring

EMCM (SW/AW) Valdepeña

PMS monitoring and verbatim compliance continues to be an issue. Here is some hard data supporting the trend:

- (1) 5 of the 8 areas the Naval Safety Center surveyed are driven by PMS accomplishment (combat, damage control, deck, electrical and mechanical systems).
 - a. There were 35 submarines surveyed with a total of 223 significant comments. A significant comment is considered any discrepancy that would jeopardize the safety of the crew or the boat or is considered a total system/program failure.
 - i. 185 of the 223 (83%) significant comments were PMS-related failures, broken down as follows:
 1. SUBPAC - 94 of 112 (84%).
 - a. Combat Systems - 2 of 7
 - b. Damage Control - 28 of 34
 - c. Deck - 37 of 37
 - d. Electrical - 12 of 19
 - e. Mechanical - 15 of 15
 2. SUBLANT - 91 of 111 (82%).
 - a. Combat Systems - 1 of 3
 - b. Damage Control - 33 of 35

- c. Deck - 31 of 31
- d. Electrical - 14 of 26
- e. Mechanical - 12 of 16

- (2) 38 PMS monitors were completed from January 2011 to September 2011. This entails the Naval Safety Center conducting a monitor of the ship's force monitor, normally a CPO or above. Of the 38 monitors conducted, 32 were graded as below standards. This is an 84% failure rate.

NSC has completed PMS seminars in four of the seven submarine concentration areas. We have identified that many junior officers and senior enlisted have never received basic or in-depth training on program items needed to conduct an effective monitor/spot check. Many seminar attendees did not understand or could not explain the steps of a standard spot check form. Many could not properly identify issues associated with hazmat, tools, PPE, feedback reports and SKED recording. Each submarine home port has a type commander 3-M representative as an excellent resource for spot check training.

Verbatim compliance means just that, verbatim compliance. If something is wrong and/or you have a question, submit a TFBR and follow up with the response. The Naval Safety Center (NSC) submarine division will continue to monitor the officer or chief conducting the PMS spot check to verify that the S/F monitor has the ability to identify faults, accomplish corrective action and provide the correct training to improve the Sailors knowledge. We will also conduct 2-hour seminars at all submarine concentration areas for submarine leadership, discussing the process of accomplishing PMS monitor and spot checks. During the seminar NSC personnel will gauge the knowledge of the participants by asking pointed question to the attendees.

Damage Control

MMCS (SS) Sisk

LiOH Hoppers: 83.9% of units surveyed had LiOH hoppers with incomplete electrical safety checks or hoppers in poor material condition.

Best practice - Review Maintenance Index Page (MIP) 6641/009 series Maintenance Requirement Card (MRC) A-14 and complete using verbatim compliance. Order parts as necessary to repair the LiOH hopper or order a new unit as necessary.

AFFF Extinguisher: 76.5% of units surveyed had AFFF extinguisher record tags not being properly completed IAW PMS.

Best practice - Review MIP 6641/100 series MRC Q-1, A-1 and R-1 and complete using verbatim compliance. Each of these MRC cards has an example of the AFFF record tag and how to properly fill out each block. When weighing the AFFF on the digital scale, ensure you are using the "lbs and oz's" setting and write down the exact lbs and oz's as observed on the scale.

NFTI Battery Packs: **FY2010 repeat discrepancy.** 70.6% of units surveyed had NFTI battery packs that were not fully charged.

Best practice - Review MIP 6641/001 series MRC S-1R, S-2R and complete using verbatim compliance. If your TALISMAN battery packs do not maintain a charge between inspections, order new batteries and replace as necessary.

CO2 Extinguishers: 70.6% of units surveyed have CO₂ extinguishers with the incorrect horn installed.

Best practice - Review MIP 6641/101 Series MRC Q-2 and complete using verbatim compliance. If your extinguisher horn is not one of the two shown on the MRC, order new horns using the APLs and NSNs provided on the MRC.

Galley Range Guard: FY2010 repeat discrepancy. 67.7% of units surveyed were not conducting PMS properly on the galley range guard system.

Best practice - Review MIP 5556 Series MRCs and complete using verbatim compliance.

Damage Control Tool Roll Fluke Correction

In the "Welcome to the Future" (FLASH July - September 2011) there was a statement that was misinterpreted by some Sailors. Virginia-class submarines were issued two Fluke 77s with each tool roll upon initial issue; but, AEL 2-880043004 only authorizes one Fluke 77 for all class submarines including Virginia-class submarines. I hope this clears up an ambiguity.

Deck

FTC (SS) Cahill

Safety Harness/Lanyards: FY2010 repeat discrepancy. 97% of units lanyards surveyed would not pass PMS.

Best practice - Review and perform MIP 6231/001 MRC S-1R and submit required changes using Technical Feedback Report (TFBR) for verbatim compliance.

Submarine Escape and Immersion Equipment (SEIE): FY2010 repeat discrepancy. 97% of units surveyed have crash bags with missing/expired items per MRC inventory.

Best practice - Review and perform MIP 5940/005 MRC A-3 and submit required changes using TFBR for verbatim compliance.

- 75% of units surveyed had manual reverse osmosis desalinators (MROD) not being properly maintained per MRC (mold in lines).

Best practice - Review and perform MIP 5940/003 MRC Q-1R and submit required changes using TFBR for verbatim compliance.

Life Preserver, Inherently Buoyant and MK-1, Commercial Model: FY2010 repeat discrepancy.

- 93% of units surveyed have Sterns inherently buoyant (I-600) life preservers not maintained per MRC.

Best practice - Review and perform MIP 5832/015 MRC A-1 and submit required changes using TFBR for verbatim compliance.

- 90% of units surveyed have Mk-1 Commercial life preservers not maintained per MRC.

Best practice - Review and perform MIP 5832/014 MRC Q-1 and submit required changes using TFBR for verbatim compliance.

Helicopter Transfer Kit: FY2010 repeat discrepancy. 87% of units surveyed are not completing cranial helmet Planned Maintenance System (PMS) requirements.

Best practice - Review and perform MIP 5940/004 MRC R-1, R-2, and U-1 (as applicable) and submit required changes using TFBR for verbatim compliance.

- 87% of units surveyed do not have a complete Helicopter Transfer Kit onboard per MRC.

Best practice - Review and perform MIP 5940/004 MRC A-1R and order parts per Allowance Equipment List (AEL).

Distress Marker Light and Life Ring: FY2010 repeat discrepancy. 82% of units did not have a distress marker properly attached with four feet of 1/4" buoyant poly-line with 2-inch reflective tape applied to marker near lens.

Best practice - Review and perform MIP 5832/010 MRC A-2 and refer to Naval Ships Technical Manual (NSTM) Chapter 077, Personnel Protection Equipment Rev-7, dated 15 March 2011 for distress marker attachment requirements. The ¼ inch polyamide nylon rope is authorized on AEL 2-120013002.

Man-Overboard Bag Equipment to include swimmers harness: FY2010 repeat discrepancy. 78% of units surveyed did not have the proper swimmer's belt and/or PMS coverage for the equipment.

Best practice - Order below harness per AEL 2-330023061 (Man Overboard). Submit TFBR for PMS coverage.

#202 Rescue Swimmer Harness (Surface)

Enhances the effectiveness & safety of rescue personnel for in-water rescue from ships, small craft or shore. Universally sized harness is donned & adjusted in seconds. Constructed of black, Mil-Spec webbing with a quick-release feature to allow the swimmer to release the safety/tending line if the need arises. A quick pull on the beaded lanyard opens the stainless steel snap shackle and releases the safety line ring. Harness is equipped with attached Rescue Knife (#358), and is supplied with 70' of yellow, hollow-braid, polypropylene tending line (#498). Tending line is coiled and secured to the backside with hook & loop retainer straps. Free end has a spliced-in hand loop for the line handler. Opposite end has a stainless steel release ring spliced-in for attachment to the snap shackle. NSN 4240-01-361-1273. **Approved by the US Coast Guard for USCG Surface Rescue Swimmers.**



- 76% of units surveyed do not have a complete man overboard kit per AEL.

Best practice - Review and perform MIP 5832/021 MRC Q-2R. Use current AEL 2-330023061 (SSN) or AEL 2-330023011 (SSBN) for inventory. 89% of units surveyed did not have current AEL information in the supply system. Recommend consulting with shipboard supply chain of command for updated AEL. The Naval Safety Center pulls data from One Supply Enterprise Logistics Management Readiness Suite NOAH-Maritime.

Combat Systems

MMC (SS) Ingram

Physical Security Gear: FY2010 repeat discrepancy. 88% of units surveyed were not maintaining all required physical security gear onboard as required by AEL 2-320024503.

Best practice- Complete a thorough physical security gear inventory using AEL 2-320024503, and order all missing items. Recommend commands contact their ISIC and request guidance on actions to take for un-used OC spray carrier, chemical detector, and vehicle inspection mirrors.

Otto Fuel Spill Kits: FY2010 repeat discrepancy. 79% of units surveyed did not maintain the otto fuel spill kit per PMS card. Complete Otto Fuel Spill Kits are required in and outside the torpedo room.

Best practice- Review MIP 7500/ADC and inventory per MRC.

Tactical Float Vests: FY2010 repeat discrepancy. 78% of units surveyed were not completing required PMS. **Note:** Tactical floatation vests require installation of polyethylene-resistant plates to make the body armor and floatation gear effective.

Best practice- Obtain and review MIP 5832/023 and applicable MRCs and complete maintenance, using verbatim compliance.

Otto Fuel Detectors: FY2010 repeat discrepancy. 74% of units surveyed had both detectors that were not within calibration and/or not electrical safety checked.

Best practice- Turn otto fuel detectors in to the local calibration facility. Have your ships electrical division conduct electrical safety checks on both detectors.

Ammunition Far Side and Safety Signs: FY2010 repeat discrepancy. 67% of units surveyed were missing "AMMUNITION FAR SIDE" signs from the required locations.

Best practice- Inspect locations using OP-4, Ammunition Afloat, appendix D, D-2 for all required locations.

Medical

HMC (SS) Harris

Hazardous Noise- FY2010 repeat discrepancy. 72% of units surveyed did not have equipment which have noise levels of 84dba or greater (continuous/intermittent) or 140dba (impact/impulse) posted with signs or warning tags.

Best practice- Order tags and label required noise producing equipment (NSN 0105-LF-004-7800). REF: OPNAVINST 5100.19E paragraph B0404c(1) and B0402b(2).

Potable water equipment: 60% of units potable water hose ends, wrenches, water risers, and caps were not painted dark blue.

Best practice- Have all potable water equipment painted blue. REF: NAVMED P-5010 paragraph 6-19.

Potable water connections: FY2010 repeat discrepancy. 52% of units surveyed did not have temporary potable water hose connections marked with caution signs -"DISCONNECT HOSE WHEN NOT IN USE," in one-inch red letters.

Best practice- Submit engraving request (2-Lima) to have required signs engraved or print on color printer and laminate/post in required areas. REF: NSTM 533 paragraph 533-2.3.4.

Potable water connections: FY2010 repeat discrepancy. 48% of units surveyed had sinks or faucets with hose threads not equipped with vacuum breakers.

Best practice- Order required number of vacuum breakers (NSN: 4820-00-164-3377). REF: NSTM 533 paragraph 533-2.3.5.1; NAVMED P-5010 paragraph 6-42, 6-44.B

Heat Stress thermometers: FY2010 repeat discrepancy. 42% of units surveyed did not have the NAVSEA approved hanging dry bulb thermometers permanently hanging at all key watch and work stations where heat stress conditions may exist.

Best practice- Order approved hanging dry bulb thermometers (NSN 6685-00-243-9964). REF: OPNAVINST 5100.19E paragraph B0204b(1)

Electrical

ETC (SS) Dawson

Electrically Safety Checks: FY2010 repeat discrepancy. 85% of units surveyed did not have all portable electrical equipment, both government and personally owned, electrically safety checked properly or tracked (e.g., EGL).

Best practice- Complete verbatim maintenance IAW MIP 3000/029; and follow the guidance of NSTM 300 Paragraph 300-2.7.5 and OPNAVINST 5100.19E, B0702e(2). Utilize safety tag; NSN 0116-LF-985-4300.

Garbage Grinder: 70% of units surveyed had shock hazards on the ship's garbage grinder.

Best Practice- Complete COMSUBPAC/COMSUBLANT A&I 3399, ensure vibration switch mounting bracket is welded to the grinder, this is to ensure that both the switch and grinder are properly grounded.

Navigation Lighting Panel N-1: FY2010 repeat discrepancy. 64% of units surveyed had shock hazards in the navigation lighting panel.

Best practice- Complete applicable A&I, ensuring all interlocks, insulator screws, insulator bushings, shock hazard warning plate and new breakers are installed. REF: COMSUBLANT/COMSUBPAC A&I N-3171 for 688 Class, A&I TZ-0856 for 726 Class, MIP 4221/011, MRC S-1 for 688/21/774 class MIP 4221/012, MRC S-1 for 726 class. New breaker NSN 5925-01-576-8473.

Submersible Pump: FY2010 repeat discrepancy. 56% of units surveyed had electrical shock hazards associated with their submersible pumps (e.g, cables pulled from the electrical plug, electrical switch box and/or the pump itself).

Best practice- Review and perform MIP 3000/029 series MRC Q-1R to ensure verbatim compliance.

Red Devil Blower: FY2010 repeat discrepancy. 50% of units surveyed did not have the red devil blower safety screens installed and/or in good repair. REF: OPNAVINST 5100.19E paragraph D0804a(2) & b(8) AEL 2-380044060 (Inlet bell w/screen), PART # 5001-3E-678, NSN 4140-01-204-2799 (Duct Bell assembly) PART # 5001-3E-12A, NSN 4140-01-344-5368.

Mechanical

ETC (SS) Dawson

Point of Operation Guard: FY2010 repeat discrepancy. 91% of units surveyed did not have the point of operation guard (chip shield) installed on the drill press and/or lathe.

Best practice- Point of operation guard (chip shield) are not available though the Navy supply system. The chip shield must be open purchased. REF: OPNAVINST 5100.19E paragraph D0804, Government Source - Rockford Systems, IN. 1-800-922-7533 or SALES@ROCKFORDSYSTEMS.COM

Pneumatic Grease Gun: FY2010 repeat discrepancy. 90% of units surveyed did not have a pneumatic grease gun configured IAW PMS and the technical manual.

Best practice- Review and perform MIP 5462/001 Q-1R; and follow the guidance of NAVSEA T6350-AA-HBK-010 Figure 2-1 (Submarine Greasing Manual).

Non-Skid Strips and Striped Yellow Indicators: FY2010 repeat discrepancy. 66% of units did not have non-skid strips and striped yellow and black indicators properly installed on the deck in front of the lathe, drill press, and bench grinder. Diamond tread does not satisfy this requirement for non-skid strips.

Best practice- Where possible, the installation of yellow and black striped tile will replace strip indicators and will not require regular repair or replacement. REF: OPNAVINST 5100.19E paragraph D0105 b(3) and D0804, Deck Strips NSN 7220-00-205-0389, Checkerboard Yellow and Black Tape NSN 9905-01-342-5934, Striped Yellow and Back Tape NSN 9905-01-342-5933.

Safety Precaution Signs: FY2010 repeat discrepancy. 63% of units surveyed did not have safety precaution signs posted for the lathe, bench grinder, and drill press.

Best practice - Review and install signs per OPNAVINST 5100.19E paragraph D0804. Lathe safety precaution sign NSN 0118-LF-115-2900, Bench grinder precaution sign NSN 0177-LF-225-3601, drill press precaution sign NSN 0118-LF-114-3000.

Bench Grinder: FY2010 repeat discrepancy. 60% of units surveyed had damaged and unsafe bench grinders.

1. Bench grinder wheels were used to grind non-ferrous metal. (Build up of this material can cause imbalance and possible disintegration). REF: OPNAVINST 5100.19E paragraph D0804 g(3)f.
2. Tool rests were not installed and adjusted to within 1/8 " of the grinding or wire wheel. REF: OPNAVINST 5100.19E paragraph D0804 g(2)l
3. Transparent, non-shatter eye shields were not mounted over the wheels of the bench grinder. REF: OPNAVINST 5100.19E paragraph D0804.

Best practice- Follow the requirements listed in OPNAVINST 5100.19E paragraph D0804 g(3)(f), OPNAVINST 5100.19E paragraph D0804 g(2)l, and OPNAVINST 5100.19E paragraph D0804.

Mk-1 Commercial Life Preserver Technical Notes

FTC (SS) Cahill

NSTM 077 Personnel Protection Equipment Rev-7, 15 March 11 covers the vest colors. Green is the only authorized color per page 77-2-9. NAVSEA has authorized different colors via AEL 2-330013101 until NSTM changes can be made. Recommend the COB coordinate with squadron command master chiefs for guidance.

CONAX inflator message dated Feb 2008 had a "should" statement about replacing the inflators at no cost (message is on our websites for review). As per type commander direction in January 2010, inflators are to be replaced as supply allows. PMS FR 4-11 newsletter contains guidance for ordering new inflators as the inflators are considered ordinance.

NSTM 077 requires supervisors to ensure MK-1 life preservers are the correct size per chest circumference (page 77-2-13).

CONAX inflators caps were defective and need to be replaced (e.g., black cap goes to gray cap). Message is on our website for reference. CONAX inflator has a seven-year life per NSTM 077. Instructions for reading the CONAX inflator date code is on our website.

Firefly 3 is the distress marker light authorized per MIP 5832/014 MRC Q-1. Firefly 2 will be used until broken then replaced with Fire Fly 3.

CO₂ cylinders have to be 24 grams only. The stock system MIL SPEC number on a CO₂ cylinder will match the PMS card but the problem is you may receive a CO₂ cylinder that is stamped 139 or 145 grams. Verify correct gram weight is stamped on cylinder.

Last very important item, SUBMIT TFBRs to provide process improvement.

Safety and Working Lanyard Technical Notes

FTC (SS) Cahill

Safety and working lanyards do not have to be open purchased. Verify proper lanyard is received from supply under NSNs listed. Safety lanyards are rope-style per SSORM with DYNA-Brake (plastic covers are not authorized) under NSN 4240-00-022-2521. Working lanyards are rope-style (6 feet in length) per SSORM with no adjustment under 4240-00-022-2518.



October 2011

To view this product, visit:

http://www.public.navy.mil/navsafecen/Documents/media/e-blast/Oct_2011_eblast.pdf



Motorcycle Training Update. In 2011, motorcycle riders were responsible for 64% of the Navy's PMV fatalities, but motorcyclists comprise only 10% of motor vehicle operators. Of the Navy's 16 motorcycles fatalities, sport bike riders are overrepresented. They equal 75% of this year's fatalities, but comprise only 42% of the overall number of motorcycle operators. It's obvious that sport-bike riders are extremely high risk and we need to get those riders trained.

The good news: We have a tool that has proven to be successful when used. The Military Sport-bike Rider Course (MSRC) has reduced the number of fatalities by half over the last three years. The bad news: Three-quarters of our sport-bike riders who died in a crash were not trained. Our challenge is to train the last 2,116 sport-bike riders to reduce their risk of becoming a statistic then fully maintain their training level. By the way, remember that the Experience Rider Course (ERC) refresher training is required for all motorcycle riders after three years have elapsed from their last training course.

The training is managed through a single, easy web site at <http://www.navymotorcyclerrider.com/>. After discussion with your command Motorcycle Safety Representative (MSR), you can search and enroll in Navy training classes, complete the motorcycle census, and update and review scheduled training and the census. More information and resources are available on the Naval Safety Center motorcycle page.

DECKPLATE DIALOGUE

Managing Risk at the Right Level!

(Not) Buckling Up. Sailors keep getting killed in car wrecks that they should have survived. The problem? They weren't wearing seatbelts and were ejected from their out-of-control car or truck. Of all preventable mishaps, these seem the most preventable. From FY 06-FY 10, 19 Sailors and Marines who weren't buckled up died in traffic accidents.



New Afloat magazine. The first issue of our brand new magazine, Sea Compass, is now available at <http://www.public.navy.mil/navsafecen/Pages/media/SeaCompass.aspx>. We're wide open to story ideas, news items and feature articles.



Alcohol-Awareness Resource. Our new video and poster package has proven to be one of the most-requested products that we've ever offered, particularly among the DAPA community. "Drinking Your Way Into Trouble" is a 27-minute training video dealing with underage drinking, driving under the influence, fake IDs, sexual assault, and binge drinking. A naval hospital put the video on its intranet, and a recruit command displays the posters on large video screens. If you haven't gotten your copy, email the Naval Safety Center's communications and marketing department at safe-mediafdbk@navy.mil. POC at the Naval Safety Center is Derek Nelson, derek.nelson@navy.mil, 757-444-3520, ext. 7243. Remember to include your full mailing address with your request.



Return to Home Port 2011. We've been creating and distributing a product called "Return To Home Port" for several years, a CD-based collection of safety-training resources for ships that are returning from deployment. It aims to help Sailors take a risk-management mindset with them when they go on liberty or leave. There's a big jump in off-duty mishaps during the 90 days after a deployment. From FY 02-10, more than twice as many Sailors died in off-duty and traffic mishaps as in on-duty mishaps.

<u>Effective COMNAVSAFECEN Submarine Safety Advisories</u>		
2010		
2-10	201149Z Jul 10	Afloat Electrical Safety
6-10	081904Z Dec 10	Asbestos Removal Protection
2011		
1-11	121837Z Jan 11	Effective COMNAVSAFECEN Afloat Safety Advisories for Surface Ships and Submarines
2-11	041532Z Mar 11	Heat Stress Meter Clarification
3-11	071634Z Mar 11	Heat Stress Survey Clarification
4-11	191844Z Apr 11	Electrical Safety during PMS
5-11	021648Z May 11	Reportable Mishap Clarification and Reporting
7-11	201437Z Oct 11	Safety Survey Requirement Change
9-11	181607Z Nov 11	Afloat Fall Protection

To download advisories listed above, mishap monthly summaries, and/or monthly digests; you must be on a ".mil" domain terminal and have a PKI certificate. Go to AKO/DKO Secure Site at <https://www.us.army.mil/> and sign-up for an account, if not already done. In the search box, type Naval Safety Center and click on the link for the home page. At the home page in the bottom left, click on folder labeled secure, then afloat, then messages, and download applicable information.

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