

FLASH

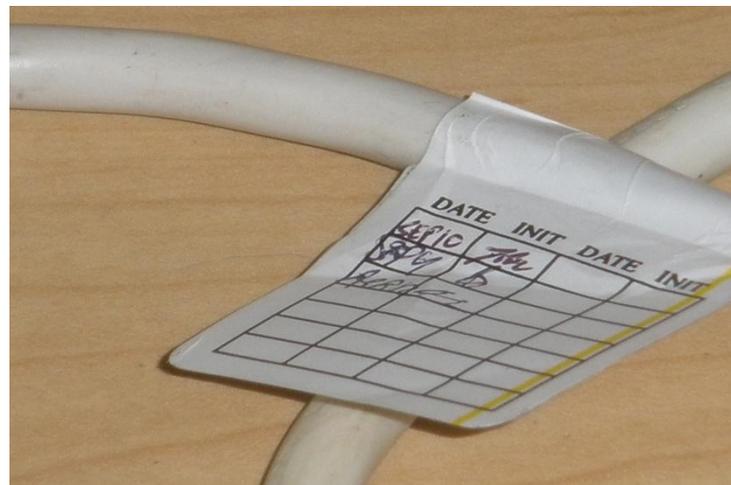
Factual Lines About Submarine Hazards

Submarine Division of the Naval Safety Center

APRIL - JUNE 2012



This ridiculous daisy-chain was found in berthing aboard a submarine during a recent Safety Survey.



From above, unauthorized surge protector that erroneously passed three electrical safety checks.

We at the Naval Safety Center (NSC) 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 NSC classified web page at <https://www.csp.navy.smil.mil/NSC-SUB> and the NSC 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 done throughout the force. The data are 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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CDR McWhorter Fleet Introduction

Hello Fellow Submariners,

I am CDR Rosario 'Mac' McWhorter, the new Naval Safety Center Afloat Director. I am extremely proud to be a part of the Naval Safety Center team and looking forward to us working together to positively impact Submarine Safety. As a 30 plus year Submarine LDO, I understand the current challenges faced by our forces today. Our Afloat goals are to lessen the difficulty in you meeting these challenges; at the same time providing you with tangible advice, policies, services and tools to enhance your command culture, combat readiness and global war-fighting capabilities. I look forward to us continuing to promote Submarine Safety as a valued culture.

Safety Survey Common Deficiencies

LT Ray

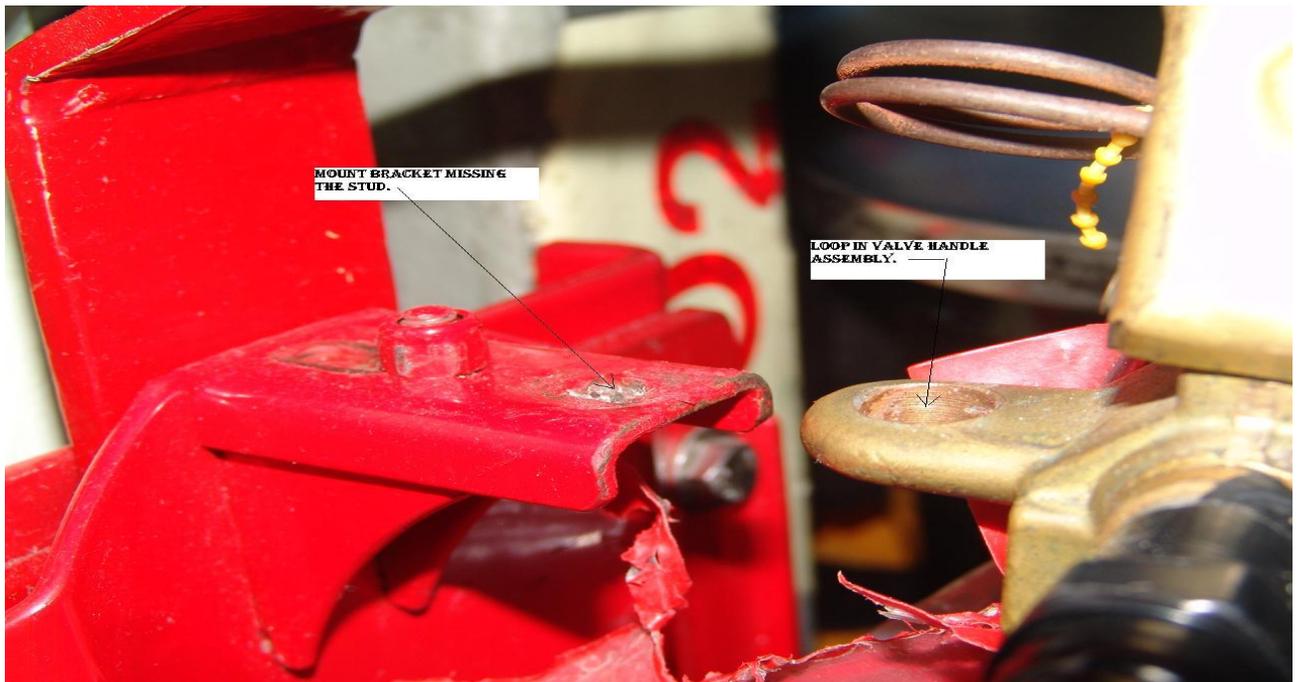
This issue of "The FLASH" is a look back at the last six months of findings from our submarine safety surveys. When we evaluate your safety program, expect us to ask your crew a few questions. For example, "What is the FLASH?" or "Who is your ship's safety officer?"

Top repeat deficiencies from the safety program include:

- The safety officer does not document safety deficiencies to capture the minimum requirements to include: date, time, location, description of hazard, risk assessment code, recommended corrective action to control or eliminate the hazard, action taken to implement the corrective action and verification with a date that the hazard has been eliminated. A "tracking" file for your use is provided to safety officers at the submarine safety officer (SSO) course via a disc, while we are onboard via a disc, and on the NSC website. Programs must include a vehicle for all crew members to be able to report an unsafe condition to you, the safety officer, or your assistant at any time. The next step is for the safety officer to track the deficiency to completion (OPNAV 5100.19E paragraphs A0307 and A0404 provide guidance). While the final step for an effective safety program is to analyze tracked discrepancies (active and completed) for trends in ship culture and implement corrective actions.
- Processes are not in place to document personnel convicted of serious traffic violations or who have been at fault in traffic mishaps. Once again, we provide you a form; all you need to do is fill it in when required (OPNAV 5100.12H paragraph 6k provides guidance).
- The ship has not designated at least one officer and one senior enlisted person for designation as operational risk management (ORM) assistants. Ensure those personnel have completed the formal ORM training available from NKO or Center for Personal and Professional Development (OPNAV 3500.39C enclosure 3 provides guidance).

I will share a best practice and a "Bravo Zulu!" to the safety officers at CSS-6 (LT Hendricksen) and USS MONTPELIER (MMC/SS Barnes). While conducting USS MONTPELIER's safety survey, Chief Barnes said he had not attended the SSO course but had been working closely with his counterpart at the squadron, LT Hendricksen, who is a graduate of the SSO course. USS MONTPELIER's safety admin program was above the fleet average. Nice work to both of you!

Look closely at the CO₂ fire extinguisher picture on the next page and see if you can find what is missing. As you can see the hanger hook attached to the bracket has broken off. This prevents the loop on the valve handle from making proper contact and fully securing the fire extinguisher. I see this type of condition on boats about once per survey. The material condition below does not support a satisfactory "stowed for sea" condition. Refer to MIP 6641/101 Q-2 (piece #19).



FLASH Who?

EMCM(SW/AW) Valdepeña

When our surveyors ask, "What is the FLASH" or "have you heard of the FLASH", the most common response was "Flash Gordon" or "The Flash". Although it may seem funny, this publication is of an important and serious nature. Supervisors (E-6 and above) and non-supervisors (E-5 and below) from eight different boats were asked if they had heard of the FLASH, what the acronym meant, and what was one of the most recent articles. Of the 44 supervisors surveyed, only 29 (65.9%) knew about the FLASH. Of those supervisors that knew what the FLASH was, only 9 (31%) (20.5% overall) were familiar with a recent article. Of the 51 non-supervisors surveyed, only 18 (35.3%) knew about the FLASH. Of those non-supervisors that knew what the FLASH was, only 4 (22.2%) (7.8% overall) were familiar with a recent article.

The acronym stands for "Factual Lines about Submarine Hazards". The survey shows that the overall knowledge of the publication is poor. The FLASH is intended to provide real-time, factual information to the fleet and provides a wealth of knowledge to the safety officer and crew. It provides the most current up-to-date information (pictures, NSNs, part numbers, and associated references) about the top significant discrepancies consistently found throughout the fleet. Best fleet practices are also discussed in this publication. Like any other inspection or survey, you would look at your last inspection results and the inspection results of the most recently inspected boat. The FLASH can be utilized in the same fashion. It can be used to verify your equipment and programs do not fall into the same shortfalls, thereby minimizing the number of significant comments and discrepancies found by our team during the safety survey/assist visit.

Distribution of the FLASH is a must! Every supervisor and deckplate Sailor should know how to obtain the FLASH and the contents pertaining to them. The FLASH is available on the NSC unclassified and classified websites. The FLASH is also mailed out and to ensure receipt, the NSC must have the most current address for your command. We highly recommend that you place a hard copy of the most recent FLASH in the safety officer's binder. The safety officer should then make it part of the minutes for the quarterly safety council meeting. Proper dissemination of information is the key to proper preparation and maintenance of equipment and programs.

Farewell *MMC (SS) Ingram*

This is my final article at the NSC. As part of my final article I have included a message, for deck division, that directs the removal of manual reverse osmosis desalinators and requires action. With that being said, I have enjoyed my time here, but it is now time for me to transfer to the fleet reserves. As part of the submarine division of NSC, I performed numerous safety surveys and associated unit training which has been a great experience. Thank you for the opportunity to work with a fine organization in the submarine community. Good luck and best wishes to all.

DISSUB Manual Reverse Osmosis Desalinator (MROD)

Radio message DTG 040045Z MAY 12

FM : COMSUBPAC PEARL HARBOR HI

SUBJ: REMOVAL OF DISSUB MANUAL REVERSE OSMOSIS DESALINATOR (MROD)

REF: A IS NAVSEA LETTER SER 394E/0584.

REF: B IS NAVSEA LETTER SER 394B/0836 RECOMMENDING THE REMOVAL OF THE MANUAL REVERSE OSMOSIS DESALINATOR FROM 688 AND 774 CLASS SUBMARINES.

POC: S CAMBELL COMSUBPAC N43322A PEARL HARBOR HI TEL: 808-473-4839

POC: W OLMO COMSUBLANT N4334 NORFOLK VA TEL: 757-863-1390

RMKS: 1. THIS IS A COORDINATED COMSUBLANT-COMSUBPAC MESSAGE.

2. NAVSEA ISSUED REF A AND B RECOMMENDING THE REMOVAL OF THE REVERSE OSMOSIS DESALINATOR (MROD) FROM 688 AND 774 CLASS SUBMARINES. TYCOM CONCURS WITH THIS PROPOSAL AND DIRECTS 688 AND 774 CLASS SUBMARINES TO TAKE PARA GRAPH 3 THROUGH 6 FOR ACTION.

3. REMOVE MROD FROM STOWAGE LOCATION, DOCUMENT THE TRANSFER ON 1149 AND SHIP MRODS TO: N60138

DDNV-N CHEATHAM ANNEX

WAREHOUSE 1, C STREET

POC: JOHN LEONARD

WILLIAMSBURG, VA 23185.

4. ENTER A ADMINISTRATIVE CHANGE IN SKED DELETING MIP 5940/003 FROM WORK CENTER RLO1 SITE THIS MESSAGE AS AUTHORIZATION. ACTION HAS BEEN TAKEN TO REMOVE MIP FROM RLO1 LOEP BY NAVSEALOGCEN THAT WILL BE EFFECTIVE IN FORCE REVISION 3-12.

5. SUBMIT A 4790/CK TO REMOVE AEL 2-360033003 FROM SHIPS CONFIGURATION.

Damage Control Process Improvements

MMCS(SS) Sisk

Is there anyone out there that wants to be advanced to the next pay grade? If you answered yes, then try being a submarine damage control petty officer (DCPO). I am not saying you will be advanced, but the potential is there if you run a solid program and maintain the damage control equipment in a top readiness condition. I know personally of someone who reported to his first submarine as a 3rd class petty officer, took the job as the ship's DCPO, got command advanced to 2nd class and then command advanced to 1st class all on the same boat. After leaving the command, he was promoted to Chief on his first look. This super star was on the fast track to success because he took ownership of the damage control gear and had a great attitude. The difference between good and bad programs is as simple as following the maintenance requirement cards (MRCs) verbatim and having a good attitude. I have seen some really good programs so far this year and I have seen some commands that have made substantial improvements in building their damage control program back up. The following areas still need a lot of attention:

- **CO₂ Extinguishers.** Over all, the CO₂ extinguishers this year are looking a lot better. Keep up the good work! The common issues I am finding now are simple and easily corrected. I continue to find unauthorized CO₂ horns. There are only two authorized and MIP 6641/101 MRC Q-2 shows both types: APL 649990064, NSN 4210-01-377-7828 (new type) and APL 640140005, NSN 5340-01-395-8763 (old type). If you are ordering horns and you still get the wrong type, verify you are using one of these two APL's. If not, work with supply to get the right APL loaded. The second biggest issue I continually find is the scale being used to weigh the CO₂ extinguisher. The MRC, 24M-1, lists one scale, which is the 0-99 pound digital scale, NSN 6670-01-579-3224. This scale is used for all extinguishers and it does not require calibration. Make sure you are using the correct scale, which uses pounds and ounces. The last minor issue deals with attention to detail, the record tag. I continue to find the record tag filled out improperly. This is dumbfounding since the MRC shows exactly how to fill out the record tag, so there shouldn't be any discrepancies to be found. If you follow the MRC to the letter, you will have better equipment, less stress and a greater ability to save lives and the ship should a casualty occur.

- **EABs.** Ok, this is one of the largest groups of equipment a DCPO has to deal with and also one of the most used pieces of damage control gear on the submarine. Cleanliness is becoming an issue. Take a good hard look at all of your EABs when you perform MIP 5519/600 MRC Q-1 and R-1 to ensure you are maintaining the correct standard of cleanliness. Also, when you are inspecting the flash hood and gloves associated with the EAB, look for all holes, big or small. These vital components are there to prevent fire from getting to your skin. So, think of any hole as a potential burn location waiting to happen. Again, it's the attention to detail that keeps all of us safe from potential harm.

- **NFTI.** Everyone has the ISG K90 Talisman XL thermal imager. The biggest issue that I find is the batteries are not fully charged. If you cannot keep your batteries charged, order new batteries, AEL 99A020090, NSN 6140-01-502-2053 (Rechargeable); NSN 6130-01-502-2056 (AA Adapter). I have found issues with batteries being swapped from one Talisman to another. Figures 1 and 2 show how the battery level is different using the same battery in different mods of NFTIs. If you receive a new Talisman, label the batteries for use in that unit only. Also, you are required to have (2) rechargeable batteries and (1) AA battery pack with each talisman along with (5) red, non-expired chemical lights. Paying attention to the small things will be what brings everyone home.



Figure 1



Figure 2

If you have any questions about these items or ideas of items to submit at the next conference, feel free to call or email me using the contact information listed in the FLASH.

Medical/Hazmat Common Findings

HMC(SS) Harris

I would like to take this time to thank all of the medical department representatives and chops. Your hard work and dedication has made the process of conducting safety surveys in these two areas much easier. Below are the top deficiencies that I have seen in the fleet:

- 47% of units surveyed did not have the NAVSEA approved hanging dry bulb thermometers (NSN 6685-00-243-9964) permanently hanging at all key watch and work stations (in the engine room, galley/scullery, and machinery room with the diesel) where heat stress conditions may exist because a thermometer was removed by someone or the wrong type of thermometer was mounted.
- 32% of units surveyed had sinks or faucets with hose threads not equipped with vacuum breakers (NSN: 4820-00-164-3377). Again, these are easily removed by personnel.
- 53% of units surveyed did not have all flammables, hazardous materials, atmosphere contaminants, and chemicals appropriately labeled as to their hazards. This mostly applies to secondary containers (manual grease guns, oil cans, small collection bottles, and spray bottles) labels.
- 35% of units surveyed either did not have a Spill Contingency Plan (SCP) with the names and telephone numbers of fleet as well as shore Navy On-Scene Coordinators (NOSC) or the SCP had not been reviewed and updated annually.

Electrical Common Deficiencies

ETC (SS) Dawson

- **Garbage Grinder: FY2011 repeat discrepancy.** 78% of units surveyed had shock hazards on the ship's garbage grinder.
 - o **Best Practice-** Complete COMSUBPAC/COMSUBLANT A&I 3399 to ensure vibration switch mounting bracket is welded to the grinder. This will ensure that both the switch and grinder are properly grounded.
- **Electrically Safety Checks:** 65% of units surveyed did not have all portable electrical equipment, both government and personally owned, electrically safety checked properly or tracked (e.g., EGL).
 - o **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.
- **Submersible Pump: FY2011 repeat discrepancy.** 58% 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).
 - o **Best practice-** Review and perform MIP 3000/029 series MRC Q-1R to ensure verbatim compliance.

Mechanical Common Deficiencies

ETC (SS) Dawson

- **Pneumatic Grease Gun: FY2011 repeat discrepancy.** 92% of units surveyed did not have a pneumatic grease gun configured IAW PMS and the technical manual.
 - o **Best practice-** Review and perform MIP 5462/001 Q-1R; and follow the guidance of figure 2-1 of NAVSEA T6350-AA-HBK-010 (Submarine Greasing Manual).
- **Point of Operation Guard: FY2011 repeat discrepancy.** 67% of units surveyed did not have the point of operation guard (chip shield) installed on the drill press and/or lathe.
 - o **Best practice-** Point of operation guards (chip shields) 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
- **Safety Precaution Signs: FY2011 repeat discrepancy.** 63% of units surveyed did not have safety precaution signs posted for the lathe, bench grinder, and drill press.
 - o **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: FY2011 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 D0804g(2)l.
 3. Transparent, non-shatter eye shields were not mounted over the wheels of the bench grinder. REF: OPNAVINST 5100.19E paragraph D0804.
 - o **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.



THE LATEST FROM THE NAVAL SAFETY CENTER



April 2012

To view this product, visit:

<http://www.public.navy.mil/navsafecen/Documents/media/e-blast/>

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FY12

Welcome to the Naval Safety and Environmental Training Center

FY12 Course Catalog

[Click here for Course Purpose, Scope, and Prerequisites](#)

Instructions to sort by course:

1. Click on drop down arrow next to Course
2. Select the specific course your interested in taking
3. The site will update with the particular course you selected

You can also sort by CDP, date, location and so on.

FY12

CDP	Course	StartDate	EndDate	StartTime	Location	Video Teletraining	Remarks	Classroom	Bldg/Address	HostCommand
438G	Safety Programs Afloat	12/19/2011	12/20/2011	7:30 a.m.	Norfolk, VA			212	N30, (1474 Gilbert St)	TSC Hampton Roads
04EM	Aviation Safety Specialist	1/4/2012	1/6/2012	6:30 a.m.	Pearl Harbor, HI	remote		115	39 Ford Island (198 Lexington Blvd.)	Training Support Detachment, Hawaii
399A	Aviation Safety Specialist	1/4/2012	1/6/2012	12:30 p.m.	Norfolk, VA	host site		1	N30, (1474 Gilbert St)	TSC Hampton Roads
438G	Safety Programs Afloat	1/9/2012	1/10/2012	5:30 p.m.	Norfolk, VA	host site	ADDITION (CLASS BEGINS AT 5:30 p.m.)	1	SP17 (9080 Breezy Pt. Crescent)	NAVSAFENVTRACEN Norfolk
438J	Emergency Asbestos Response Team	1/10/2012	1/11/2012	7:30 a.m.	Norfolk, VA			2	SP17 (9080 Breezy Pt. Crescent)	NAVSAFENVTRACEN Norfolk
01WD	Hazardous Substance Incident	1/10/2012	1/12/2012	7:30 a.m.	Corpus Christi, TX			Downstairs Hall Rm.	1721 (Naval Operations)	NAS Corpus Christi, TX

1. The Naval Safety & Environmental Training Center (NAVSAFENVTRACEN) has posted their FY12 schedule on the web at <http://www.public.navy.mil/navsafecen/navsafenvtracen/Documents/NAVSAFENVTRACENClassSchedule.aspx>. For FY12, required courses have been dispersed in the fleet concentration areas.

2. *Safety for the 21st Century Sailor and Marine* has been posted to the Navy's blog at <http://navylive.dodlive.mil/2012/05/25/safety-for-the-21st-century-sailor-and-marine/>.

3. The next issue of the SEA COMPASS is due to be released mid June and available online in July.



Effective COMNAVSAFECEN Submarine Safety Advisories		
2010		
6-10	081904Z Dec 10	Asbestos Removal Protection
2011		
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
2012		
1-12	231658Z Jan 12	Effective COMNAVSAFECEN Afloat Safety Advisories for Surface Ships and Submarines

Naval Safety Center

375 "A" Street
Norfolk, Virginia 23511
Phone: 757-444-3520, ext. 7838
DSN: 564-3520, ext. 7838
Fax: 757-444-7205 (DSN 564)
SAFE-submarines@navy.mil
<http://www.safetycenter.navy.mil/>
<https://www.csp.navy.smil.mil/NSC-SUB/>

Commander Naval Safety Center
RADM Prindle

Afloat Directorate Head
CDR McWhorter
rosario.mcwhorter@navy.mil

Afloat Executive Assistant
Mr. Ron Keim
ronald.keim@navy.mil

SUBMARINE DIVISION SURVEYORS

Safety Officer / General
LT Richard Ray
richard.d.ray1@navy.mil
richard.d.ray@navy.smil.mil

Submarine Division LCPO
EMCM(SW/AW) Frank Valdepeña
frank.valdepena@navy.mil

Medical / HAZMAT
HMC(SS) Chris Harris
christopher.l.harris@navy.mil

Electrical / Mechanical
ETC (SS) Kevin Dawson
kevin.d.dawson@navy.mil

Damage Control
MMCS(SS) Arthur Sisk
arthur.sisk@navy.mil

**Submarine Advisor
for Class "A"**
Safety Investigations
LT Christopher Seaward
christopher.seaward@navy.mil
chris.seaward@navy.smil.mil