

# FLASH

Factual Lines About Submarine Hazards

*Submarine Division of the Naval Safety Center*

## January - March 2012



**Just a few more inches and I will have it!!!!**

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 done 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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## SAFETY OFFICER TEAM

LT Ray

**COs, XO's, Safety Officers.** This article shares "best practices" and describes one way to run an effective safety officer program. This article is intended to help you understand where your program overlaps into other crewmembers areas of responsibility. Your goal should be to build a command team that can assist you with your safety officer duties. The team should consist of:

**Medical Department Representative.** Ensure that when you submit an Accident and Injury Report, a WESS report is submitted for anything requiring more than basic first aid. If you are constrained by bandwidth, you have the option to send a detailed naval message to your TYCOM or the Naval Safety Center (NSC) and they will enter your report in WESS. Safety officers are also required to periodically review the log of permanent hearing threshold shifts to determine trends that could indicate inadequate use of hearing protection or uncontrolled overexposure to excessive noise levels.

**Supply Officer (CHOP).** He or she manages the ship's HAZMAT and Atmosphere Control programs, MSDS, AEL, etc. The CHOP is responsible to update the oil spill contingency plan annually.

**Ships 3M Coordinator.** Numerous safety survey checklist items come directly from MRCs. If the maintenance person cannot provide the proper PPE or required tools, that spot check will fail.

**XO and CMC/COB.** Coordinate focus areas during field day and zone inspections. Ensure safety deficiencies are being reported to the safety officer for documentation, tracking, and trend analysis. The COB oversees berthing issues (e.g., bedding materials). Ensure you are monitoring your berthing for authorized bedding material only being used. Schedule the necessary time at officer/LPO call or morning quarters to train and

disseminate safety and occupational health (SOH) info. The XO runs the ship's training program. Is annual training scheduled and documented for electrical safety and PPE, safety stand down, SOH, ORM, and RODS?

**Radio LCPO or COMMO.** Verify CASREP and final OPREP 3 templates provide a paragraph to address "mishap report required", or "mishap report to follow", or "mishap report submitted". CASREPs and OPREP-3s should be routed to the safety officer for review prior to releasing if time permits.

**E Div LCPO.** EMC provides training and oversight of ship's electrical safety program. Anything that plugs into an electrical outlet requires an electrical safety check conducted by qualified personnel and properly documented. Don't be fooled by allowing non E-division personnel to conduct electrical safety checks on personal equipment. All personal portable electrical equipment needs to be documented in E -division's program.

**YNC.** Verify ships 1301 note is up to date with required designations from OPNAVINST 5100.19E. This includes the CO as safety council chairman, XO as ORM program manager, Safety Officer, RODS, Traffic Safety Coordinator, and ORM assistants.

**DCA.** He is responsible for the execution of the oil spill contingency plan and annual training of the plan.

**INDOC Coordinator.** Training is required at check in for SOH topics.

Lastly, let me address safety officer billeting. Recruit a hard charging first class PO to work as you assistant. One main element of your program is documentation. Training records, shipboard safety deficiencies and corrective actions are a must. This list is not "all encompassing"; but, I wanted to "peel back" a few layers of the onion to expose the core.

The team approach described above, if implemented, will reduce the safety officer's work load an appreciable amount and covers a large percentage of the submarine safety officer program.

## **PMS**

### **EMCM(SW/AW) Valdepeña**

Have you ever not been able to flash the field of a generator because the field excitation leads were swapped incorrectly? How about blowing out a compartment sample cover because C (calibration) was not selected on the CAMS (Central Atmosphere Monitoring System) compartment selector switch before you introduced the CAMS calibration gas?

What is PMS? PMS is defined by the Submarine Maintenance Engineering Planning and Procurement Activity (SUBMEPP) as the planned maintenance system. It provides the tools to plan, schedule, and control planned maintenance. Maintenance procedures developed by SUBMEPP, in accordance with Reliability-Centered Maintenance (RCM), are the **minimum** required to maintain equipment within specifications.

A maintenance requirement card (MRC) is considered the minimum maintenance required to maintain a piece of equipment in proper operating condition. If we accept 80%-90% accomplishment; is our gear sea worthy and ready for war? If not, what standards are we shooting for?

A successful PMS program consists of:

1. Assigning the right maintenance person for the maintenance task.
2. Ensuring all tools, parts, materials, and test equipment are correct or are the proper substitution. Substitutions must satisfy both the basic maintenance and safety requirements of the MRC. If there is any

doubt, submit a PMS technical feedback report (TFBR) specifying the substitution desired and the reason. In addition, all items listed in the "Miscellaneous" section are required items as well.

3. Ensuring all personnel protective equipment (PPE) required by the MRC, Navy Safety and Occupational Health Program Manual, OPNAVINST 5100.19E and Hazardous Material Users Guide (HMUG), OPNAVINST 5100.28 are properly utilized. If there are any differences between the PPE required by the MRC, HMUG, or the OPNAVINST 5100.19E, submit a TFBR requesting clarification.

4. Step-by-step procedural verbatim compliance, including notes and cautions. "Circle and X method" is the best practice. In the "Procedure" block, work center supervisors may line out non-applicable line items (alternate procedures) that do not pertain to current equipment/configuration when the step is followed with the words "if applicable" or a note identifying steps to be omitted. These items must be reviewed and initialed by the division leading chief petty officer/leading petty officer. As these changes are work center specific, submission of a TFBR is not required. If a particular step can't be followed, a TFBR must be submitted to resolve the issue.

5. Proper deck plate (LCPO, DIVO, etc.) monitoring, supervision and follow-up of maintenance accomplishment. Ensure forms being utilized are of the current revision (i.e., Accomplishment Confidence Factor and Wire Removal/Replacement forms). Ask the intrusive questions! "Effective Planned Maintenance System (PMS) Completion & Monitoring Practices" training can be found in the "Submarine Safety Officer Training", Topic 6, on the AKO/DKO Secure Site at <https://www.us.army.mil/>

These are just a few examples of improperly completed maintenance items:

#### **Pneumatic Grease Gun Assembly**



Unauthorized brass piping in a high pressure system. Unauthorized fitting adapter to the high pressure hose.

The gauge is broken and not calibrated.

The pneumatic grease gun assembly is required to be assembled IAW MIP 5462/001, MRC Q-1R, figure 1 and table 1.

## Multi-outlet power strips



Unauthorized power strip with personal equipment that has not been electrically safety checked (IPOD charger).



Unauthorized power strip that has an attached electrical safety tag for improperly conducted PMS.

Where a multi-outlet power-line is required, only one is permitted on one isolated receptacle circuit, it must be the marine type. They must have a metal case, a double-pole switch/circuit breaker, and dual thermal fuses to prevent dangerous overheating. A six-receptacle unit with a six-foot cord is available under NSN 6150-01-362-7192.

## Lighting Navigation Panel N-1



Broken breaker with exposed metal.

The panel must be configured IAW 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.

What are the consequences of improperly conducted maintenance? An improperly configured grease gun can result in a submarine failing to get underway or having to return to port due to failed equipment or rattles that could be attributed to poor greasing. Unauthorized or improperly checked electrical gear can result in fires and/or electrical shocks. Improperly completed maintenance on the N-1 panel can also result in an electrical shock.

Real life examples of events that can occur due to improperly completed maintenance:

1. Life Jacket / Harness Failures - Loss of life X4.
2. Anchoring Failure - \$2.5 million required docking.
3. Two Reduction Gear Failures - \$1.8 million each.
4. Bow-Dome Failure - \$1.2 million without replacement dome!
5. Manual Bus Transfer (MBT) Vent Failure - \$800K.

All commands should incorporate a review and monitoring program along with periodic PMS spot checks conducted by the LCPO or division officer as required by paragraphs 1-4 and 1-5.22 of NAVSEAINST 4790.8B. Sailors comment that they had been sent to conduct PMS the first time on their own and neither the divisional LPO nor LCPO had ever witnessed or been involved in the training or personally verified that the young Sailor performing the maintenance was achieving quality results. Are we monitoring PMS IAW the significance of the program? Proper monitoring leads to quality and efficient work and a reduction in lost man-hours.

I challenge safety officers, department heads, division officers, leading chief petty officers and 3M coordinators to reinvigorate your PMS monitoring program. Require 100% verbatim PMS accomplishment and inspect what you expect by conducting deck-plate monitoring. Don't pick that weekly PM that takes 10 minutes. Monitor that tough out-of-the way maintenance; you may just learn something about your boat and your people. Your proficiency reduces the time required to perform a good look and will prepare you for future assignments. I guarantee that it's worth your time, and if the crew sees that it is important to you, it will be important to them.

## Process Improvements MMCS(SS) Sisk

This past year has brought on a lot of changes with the MIPs associated with damage control. Here is a small recap of the past years changes and some lessons learned. All the changes are up to and including FR 1-12.

System	Old MIP	New MIP	Changes
Emergency Breathing Air (EAB)	5519/688	5519/600	EAB only MIP
Aqueous Potassium Carbonate (APC)	5556/001	5556/088	688 Class
		5556/021	21 Class
		5556/726	726 Class
		5556/774	774 Class
Steam Protective Ensemble/Fire Fighting Ensemble (SPE/FFE)	6641/009	6641/103	SPE/FFE only MIP
Submersible Pump	6641/009	6641/104	Sub Pump only MIP
MCU-2/p	6641/009	6642/100	MCU-2/p only MIP
Photoluminescent Markings System	N/A	6600/006	New MIP

Changes to the aforementioned MIPs may cause scheduling issues when implementing Force Revisions (FR). During many of the submarine surveys this past year, many of the annual PMS requirements were out of periodicity due to not reviewing the previous completion date and aligning the new annual MRC accordingly. Some of the 24-month and 36-month PMS requirements were not even scheduled. All work center supervisors need to pay close attention to this when installing FRs.

Self contained breathing apparatus (SCBA) SHIPALT: SSN688 4668D Rev: 00 is in full swing. This S/A replaces the current 30-min. SCBA bottles with 45-min. SCBA bottles to increase damage control/firefighting readiness, improve safety of the operator, and optimize use of equipment. The current lockers will be utilized with changes to the internal brackets to support the larger bottle.

Another note on SCBAs is the mask. Most units are using model AV-2000 face pieces, old design or two part designs (has the retaining clips). In accordance with a note on APL 99A010025, when replacing the entire AV-2000 face piece, a Model AV-3000 face piece is required. The AV-3000 face pieces run bigger than the AV-2000 face pieces; so, take that into consideration when ordering. The AV-3000 face pieces do have Kevlar

harnesses take a little longer to dry than the rubber harness, but IAW MIP5519/016 MRC M-1R it is acceptable for the harnesses to be damp when stowing.

SCBA charging assemblies and wands are required at each SCBA charging station. Each assembly and whip requires hydrostatic testing every 24 months. The charging wands must have silver reflective tape vice green reflective tape on the quick charging connection. If it is green, a new wand must be obtained. The new wands have a universal connection which will connect with the various styles of SCBA backpacks available to the fleet. The NSN for the new wand is 4720-01-504-4915.

Ok, now here is your chance to get published. The Naval Safety Center has a magazine called the "Sea Compass" which has important safety information for ships and submarines. If you have a safety related story with lessons learned, email me at [arthur.sisk@navy.mil](mailto:arthur.sisk@navy.mil) and I will submit your story for consideration in our next issue. Our fleet can learn best from real time issues from the deck plates.

If you have any questions about these items or ideas of items to submit, feel free to call or e-mail me using the contact information listed in FLASH.

## **Mk-1 Commercial Life Preserver Cap Replacement**

FTC (SS) Cahill

CONAX inflators caps are defective and need to be replaced (e.g., black cap is replaced with a gray cap). NAVAMMOLOGCEN, 141940ZFeb 11 (NOTAL), is located on our website: [www.safetycenter.navy.mil](http://www.safetycenter.navy.mil) -> afloat -> submarines -> deck. The picture below is an example of the new caps.



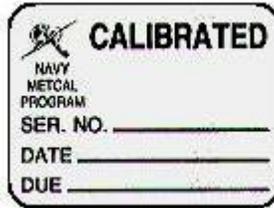
## **Calibration Stickers**

MMC (SS) Ingram

During surveys, I have seen items that require calibration and have stickers or labels that are damaged, incorrectly installed, or just plain missing. As difficult as it is sometimes to maintain calibrated equipment, it is very important that all personnel are trained on various calibration requirements. They must also know the meanings as well train junior personnel on the care and use of this equipment and what to do in the event these labels are damaged and/or missing.

Below are just the more common calibration stickers used onboard submarines. To see the complete calibration requirement instruction, review NAVAIR 17-35TR-8, Technical Requirements for Calibration Labels and Tags.

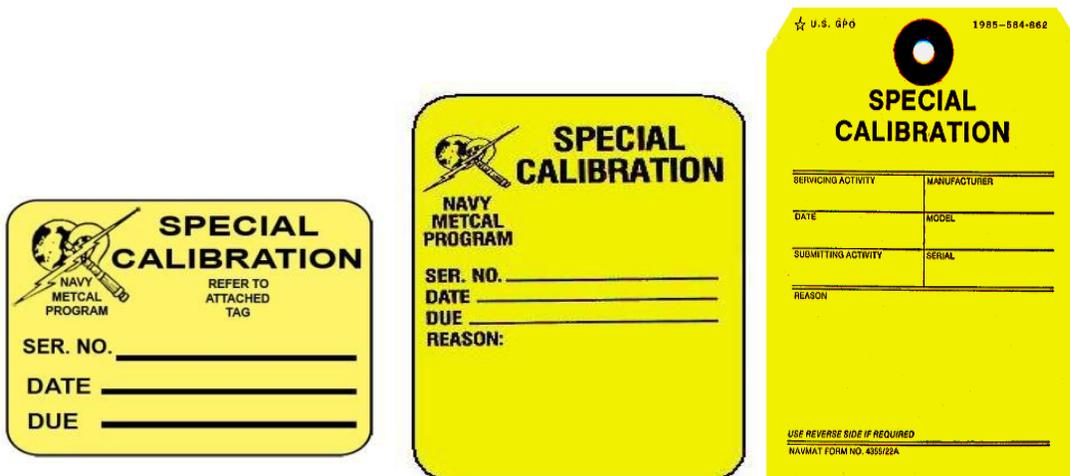
A. Calibrated (NAVSEA 4734/8, NAVSEA 4734/9 and NAVSEA 4734/10, and NAVSEA 4734/11) - This label (black lettering, white background) comes in three different sizes. It is the most commonly used label in the Navy METCAL program. It indicates that the instrument is within its applicable tolerance on all parameters and that there are no qualifying conditions for its use.



B. Special Calibration (NAVSEA 4734/14, NAVSEA 4734/15, and NAVSEA 4734/16) - There are three "Special Calibration" labels (black lettering, yellow background), differing in size and content. There is also a "Special Calibration" tag (NAVSEA 4734/6), which is used with the smaller of the two labels. The "Special Calibration" label is to be used whenever there is some unusual or special condition in the calibration, which should be drawn to the attention of the user and/or calibrator. The special conditions may be deviations from normal calibration tolerances, multiple calibration intervals, or a requirement for in-place calibration. The special condition requiring the "Special Calibration" should be described directly on the large label or on the tag when one of the small labels is used. Brief descriptions of the above special conditions include:

(1) Deviation From Specifications (limited calibration) - In cases where the user does not require full instrument capability, the calibration **can** be performed to reduced tolerances or cover less than all ranges and parameters. This approach is often used when the instrument does not meet full calibration tolerances on certain ranges or parameters but can still meet user requirements. On the other hand, the special calibration may be required to achieve a higher accuracy than usual on a short-term basis upon the specific request of the user.

(2) Multiple Calibration Intervals - Some instruments have components which require calibration less frequently than the rest of the instrument. For example, the attenuator in a signal generator may require calibration every 12 months, whereas the rest of the instrument parameters should be calibrated every 4 months. Since the attenuator calibration is time-consuming and may require unavailable standards, use of the multiple-interval approach can save considerable man-hours, as well as permit the more frequent calibration to be performed at a lower-level laboratory. When a specific instrument has been designated for multiple calibration intervals, such information is provided in the applicable calibration procedure. The "Special Calibration" label or tag is annotated with "Multiple Interval" and the type of calibration performed is indicated. The calibration due date reflects the due date of the next partial or complete calibration, as the case may be.



C. Calibration Void if Seal Broken (NAVSEA 4734/28 and NAVSEA 4734/29) - This label (black lettering, white background) comes in two sizes and is placed over readily accessible (usually exterior) adjustments to prevent tampering by the user when such tampering could affect the calibration. The label should not be used to cover adjustments or controls, which are part of the normal use and operation of the instrument. This label may also be used to prevent removal and/or interchange of plug-ins, modules, subassemblies, etc., when such removal or interchange will affect the calibration.



## EYEWEAR

### HMC(SS) Harris

During our surveys, a member of the survey team will observe the command performing PMS spot checks. During these monitoring sessions, we have seen numerous personnel wearing the wrong eye protection while handling HAZMAT. Personnel were utilizing vented chipping goggles vice chemical goggles and thus had to be stopped. And no, the chipping goggles were not the required eye protection called for by the MRCs.

Chemical goggles provide the eyes and eye area with protection from liquid splashes, mists, vapors, and spray. They may consist of a flexible frame or a rigid frame with a separate cushioned fitting surface, and are held in place with a supporting band. When authorized for use, chemical goggles with ventilation (indirect/covered vents vice perforations) may be worn.

**Note:** Per the Hazardous Material Users Guide, anytime you wear a face shield while handling HAZMAT, you must also wear the appropriate eye protection. The face shield protects the face/neck while the eye protection protects the eyes.



Non-Vented Goggles  
NSN: 4240-01-169-9070

Chipping goggles protect the eyes from relatively large flying objects generated by such operations as chipping, machining, grinding, and chiseling. Eyecup-type goggles may be worn alone, or cover-type goggles may be fitted over corrective spectacles.



Chipping/Vented Goggles  
NSN: 4240-01-063-5996

## Equipment Guide Lists are Key to Success ETC(SS) Dawson

Over the past year, electrical surveyors have observed a disturbing trend during numerous submarine safety surveys, causing a steady deterioration of our electrical safety programs. Naval Ships' Technical Manual (NSTM) 300, paragraph 300-1.2.6, and Navy Safety and Occupational Health Program Manual, OPNAVINST 5100.19E, Chapter B7, requires periodic checks of portable/mobile electrical equipment and initial checks of personal/fixed electrical equipment.

Supervisor involvement, zone inspections, and proper completion of applicable maintenance index page 3000 series will help ensure an effective electrical safety program. OPNAVINST 4790.4E (CHG-1), Ship's Maintenance and Material Management (3-M) System, paragraph 1-5.5, require equipment guide lists (EGLs) on ships using SKED 3.1 to assist in the completion of maintenance. The EGL provides the Sailor a road map for completing maintenance on all applicable equipment. If the Sailor does not have this guide, then any guarantee for full accomplishment is null and void.

The most common observation from Naval Safety Center surveyors is Sailors are completing maintenance without an EGL. Why not use an EGL? It eliminates all the guesswork regarding electrical safety equipment safety checks for the Sailor.

A successful electrical safety program starts with a complete/updated equipment database. During our surveys, submarine crews who choose to disregard the requirement have a failed or below average program. Submarines that are doing poorly overall will have listed equipment in proper working order but unlisted equipment in a very poor condition, thus again re-enforcing the use of accurate and complete EGLs.



THE LATEST FROM THE NAVAL SAFETY CENTER



January 2012

To view this product, visit:

[http://www.public.navy.mil/navsafecen/Documents/media/e-blast/Jan\\_2012\\_eBlast.pdf](http://www.public.navy.mil/navsafecen/Documents/media/e-blast/Jan_2012_eBlast.pdf)



All Sites

Advanced Search

NAVSAFENVTRACEN NORFOLK VA

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.**

FY 12

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	SP 17 (9080 Breezy Pt. Crescent)	NAVSAFENVTRACEN Norfolk
438J	Emergency Asbestos Response Team	1/10/2012	1/11/2012	7:30 a.m.	Norfolk, VA			2	SP 17 (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. A fair-share quota policy of one command Respiratory Protection Program Manager per convening has been implemented. Two online courses, "Afloat Environmental Protection Coordinator" and "Introduction to NAVOSH Ashore", will be offered. While NAVSAFENVTRACEN will no longer have office space in San Diego, the FY12 schedule will actually offer more courses in the PACFLT region than FY11. NAVSAFENVTRACEN can schedule additional and special convenings, if resources are provided.

YouTube

## My Story: CS2 John Scherr - DUI

NavalSafetyCenter  55 videos ▾



0:53 / 4:03 360p

**532** views

Uploaded by [NavalSafetyCenter](#) on Dec 12, 2011

2 likes, 0 dislikes

Petty Officer Scherr bares his soul to talk about a DUI. His short "night on the town" ended with his arrest and a long list of trouble and expenses. He tells his first-hand account of the DUI stop, his arrest, and the embarrassment of losing rate. Aside from the fines (military and civilian), reduction in rate, and Captain's Mast, he details how hard it was to be a leader and mentor one minute and lose it all the next.

2. Latest "My Story." Another Sailor who made a bad decision has taken the time to share his story with us and the fleet, via a video about his DUI. CS2 John Scherr doesn't want any Sailor or Marine to make the same mistake that he did. He went to captain's mast, had a court visit, paid fines, received various other penalties, and was reduced in rank from first class to second class. He says that his loss of status from leader and mentor hurt most. Watch the video at <http://www.youtube.com/watch?v=5t8HUiiNOIg>, or at <http://www.public.navy.mil/navsafecen/Documents/video/MyStoryScherrSM.wmv>. You can see other Naval Safety Center videos on our YouTube channel at [www.youtube.com/navalsafetycenter](http://www.youtube.com/navalsafetycenter).

3. The author of our "Summary of Mishaps" message (a.k.a. the Friday Funnies) has launched a blog on the Navy Live social media site. Check it out at <http://navylive.dodlive.mil/>. The first installment is entitled "The 'S' Word." Search for "safety," or just scroll down and look for a guy coming out of a mud pit.

4. "Getting Used To It." When things become routine, they can also become dangerous. You stop paying close attention and can't react to the unexpected. The reason that complacency is an ongoing problem is that it is hard to fix. If it were easy, it would have been solved already. It affects your personal safety in a couple ways. Maybe you get used to a hazard: equipment or gear that is broken and stays broken, becoming a semi-permanent booby trap, waiting to bite someone. It just hasn't hurt anyone yet, so it doesn't get fixed. The same thing applies to behavior, habits, and job processes. The December issue of "Deck plate Dialogue" looks at this issue and offers solutions and discussion points at [http://www.public.navy.mil/navsafecen/Documents/media/deckplate\\_dialogue/DD\\_Dec11\\_complacency.pdf](http://www.public.navy.mil/navsafecen/Documents/media/deckplate_dialogue/DD_Dec11_complacency.pdf)



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

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<https://www.csp.navy.smil.mil/NSC-SUB/>

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