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FM COMNAVSEASYS COM WASHINGTON DC  
TO RUCOSSA/COMNAV AIRLANT NORFOLK VA  
RUCBTFA/COMNAV SURFLANT NORFOLK VA  
RUCBCLF/COMFLT FORCOM NORFOLK VA  
ZEN/COMNAV AIRPAC SAN DIEGO CA  
ZEN/COMNAV SURFPAC SAN DIEGO CA  
ZEN/COMNAV AIRFOR SAN DIEGO CA  
ZEN/COMNAV SURFOR SAN DIEGO CA  
INFO RUCBCLF/COMLANTFLT NORFOLK VA  
RULSFAF/PEO CARRIERS WASHINGTON DC  
RULSDMA/PEO SHIPS WASHINGTON DC  
RULSSEA/COMNAVSEASYS COM WASHINGTON DC  
ZEN/COMNAV SAFECEN NORFOLK VA  
ZEN/PRESINSURV NORFOLK VA  
ZEN/COMPACFLT PEARL HARBOR HI  
ZEN/NAV SURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA  
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UNCLAS

SUBJ: ACCESS TRUNK SAFETY NET GUIDANCE//  
UNCLASSIFIED//

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PASS TO OFFICE CODES:

COMFLT FORCOM NORFOLK VA//N43//  
COMNAV SURFOR SAN DIEGO CA//N43/N7/N71//  
COMNAV AIRFOR SAN DIEGO CA//N43/N7/N71//  
COMNAV SURFPAC SAN DIEGO CA//N43//  
COMNAV SURFLANT NORFOLK VA//N43//  
COMNAV AIRLANT NORFOLK VA//N43//  
COMNAV AIRPAC SAN DIEGO CA//N43//  
PEO CARRIERS WASHINGTON DC//312/378//  
PEO SHIPS WASHINGTON DC//325/400/470//  
NAV SURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA//9782//  
COMNAV SAFECEN NORFOLK VA//30/32/34//  
PRESINSURV NORFOLK VA//N00/N01//  
COMNAVSEASYS COM WASHINGTON DC//05Z//  
MSGID/GENADMIN/NAVSEA 05Z//

SUBJ/ACCESS TRUNK SAFETY NET GUIDANCE//

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REF/A/MSG/COMFLT FORCOM SAN DIEGO CA/120304Z MAR 04//

REF/B/DOC/NAVSEA/NOV 1973//

REF/C/DOC/NAVSEA/DEC 1988//

REF/D/DOC/NAVSEA/DEC 2001//

REF/E/DOC/NAVSEA/DEC 2001//

REF/F/WEBSITE/HTTP: SLASH SLASH WWW.NAVSEA.NAVY.MIL/SEA05Z7//

NARR/REF A IS COMNAV SURFOR SAN DIEGO MESSAGE IDENTIFYING

PROBLEMS CONCERNING SHIPBOARD ACCESS TRUNK SAFETY NETS.

REF B IS SUPERCEDED NAVSEA TYPE DRAWING 804-1363948 REV G

FOR FLIGHT DECK EDGE AND TRUNK SAFETY NETS. REF C IS

NAVSEA 804-5184163 REV A NEW CONSTRUCTION ARRANGEMENT AND

DETAIL DRAWING FOR TRUNK SAFETY NETS (SUPERCEDES REF B).

REF D IS MRC 12-3WHX MAINTENANCE REQUIREMENTS CARD FOR TRUNK SAFETY NET

INSPECTION. REF E IS MRC 12-WHZ-N MAINTENANCE REQUIREMENTS CARD FOR

TRUNK SAFETY NET TESTING.

REF F IS THE NAVSEA WATERTIGHT CLOSURE INTERNET WEBSITE.//

POC/K. D. BRAYTON/TECHNICAL WARRANT HOLDER FOR WEAPONS

HANDLING AND AVIATION SUPPORT (AND HULL OUTFITTING

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RMKS/1. REF A DIRECTED IMA'S TO IMPROVE TRUNK SAFETY NET FABRICATION AND INSTALLATION PROCESSES TO REDUCE INCIDENCES OF UNSAFE NET CONFIGURATIONS. NET CONFIGURATIONS SHOULD HAVE BEEN BASED ON TWO STANDARD DRAWINGS, REFS B AND C. DIFFERENCE IN REF B AND C DETAILS AND INTERPRETATIONS OF THOSE DRAWINGS HAVE LED TO A NUMBER OF POTENTIAL SAFETY DISCREPANCIES. THESE DIFFERENCES ARE FURTHER COMPOUNDED BY TRUNK CONFIGURATIONS THAT REQUIRE DEVIATIONS FROM REFS B AND C. THIS MESSAGE IS INTENDED TO PROVIDE THE FLEET WITH GUIDANCE ON:

(A) INSPECTION AND EVALUATION CRITERIA IN ORDER TO DETERMINE WHICH IN-SERVICE NETS ARE ACCEPTABLE AS-IS FOR CONTINUED SERVICE, WHICH ARE ACCEPTABLE WITH MODIFICATIONS AND WHICH MUST BE REMOVED AND DISCARDED AND REPLACED WITH NEW NETS.

(B) CONFIGURATION, MANUFACTURE AND TESTING OF NEW NETS.

2. THE FOLLOWING TERMS WILL BE USED IN THIS MESSAGE FOR CONSISTENCY:

(A) LADDER FACE - THE SIDE OF THE LADDER THAT FACES A CLIMBER.

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(B) LADDER STRINGERS - THE VERTICAL LADDER STRUCTURES TO WHICH THE TREADS ARE ATTACHED.

(C) ACCESS OPENING - THE MAIN NET OPENING THROUGH WHICH CLIMBERS ASCEND AND DESCEND.

(D) ACCESS OPENING WIDTH - THE DISTANCE BETWEEN THE TWO STRAPS LOCATED ADJACENT TO THE LADDER STRINGERS AND PERPENDICULAR TO THE LADDER FACE DEFINES THE ACCESS OPENING WIDTH.

(E) ACCESS OPENING LENGTH - THE DISTANCE BETWEEN THE LADDER FACE AND THE STRAP CLOSEST AND PARALLEL TO THE LADDER FACE DEFINES THE ACCESS OPENING LENGTH.

(F) ACCESS OPENING BORDER STRAPS - THE STRAPS THAT FORM THE BORDER OF THE ACCESS OPENING. ACCESS OPENING BORDER STRAPS ARE TYPICALLY, BUT NOT ALWAYS, OUTFITTED WITH SNAP HOOKS AT EACH END. WEIGHT TESTING IAW REF C SHOULD BE CONDUCTED ON AN ACCESS OPENING BORDER STRAP.

(G) PERIMETER STRAPS - THE STRAPS THAT FORM THE OUTERMOST PERIMETER OF THE NET. PERIMETER STRAPS ARE TYPICALLY, BUT NOT ALWAYS, OUTFITTED WITH SNAP HOOKS AT EACH END.

(H) INTERMEDIATE STRAPS - THE STRAPS THAT ARE NEITHER

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ACCESS OPENING STRAPS NOR PERIMETER STRAPS. INTERMEDIATE STRAPS ARE SOMETIMES HOOKED AND SOMETIMES UNHOOKED, DEPENDING UPON THEIR LOCATION AND PROXIMITY TO TRUNK STAPLES.

(I) FILLER STRAP - ANY STRAP THAT IS ADDED TO AN IN-SERVICE NET FOR THE SOLE PURPOSE OF REDUCING EXCESSIVE OPENINGS. FILLER STRAPS ARE NORMALLY SEWN ONTO, RATHER THAN WEAVED THROUGH, SLOTS IN EXISTING STRAPS. FILLER STRAPS ARE SOMETIMES HOOKED AND SOMETIMES UNHOOKED, DEPENDING UPON THEIR LOCATION AND PROXIMITY TO TRUNK STAPLES.

(J) SNAP HOOK - REFERS TO REF C (PC #4). NOTE THAT THE INDICATED PART, US FORGECRAFT CORPORATION, PART NUMBER 3075, IS NO LONGER AVAILABLE. A SUITABLE REPLACEMENT IS:

"SNAP HOOK, QUICK CONNECTOR," PART NUMBER 1262, BOURDON FORGE INC, (860) 632-2740, HTTP://WWW.BOURDONFORGE.COM.

EITHER OF THESE TWO SNAP HOOKS IS ACCEPTABLE.

3. THIS PARAGRAPH IDENTIFIES SEVERAL IN-SERVICE NET  
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CONFIGURATIONS AND TYPICAL TRUNK INTERFERENCE SITUATIONS THAT A NET EXAMINER MAY NEED TO ADDRESS. THESE SITUATIONS ARE ITEMIZED, A THROUGH G BELOW, FOLLOWED BY REMEDIES.

(A) ACCESS OPENING WIDTH IS MORE THAN 26.5 INCHES: THIS CONFIGURATION IS UNACCEPTABLE BECAUSE IT PROVIDES AN EXCESSIVELY LARGE OPENING THROUGH WHICH A CLIMBER MAY FALL.

DISCARD EXISTING NET AND MAKE A NEW NET IAW REF C EXCEPT THAT ACCESS OPENING SHALL BE 24 +/- 2.5 INCHES WIDE AND 16 +5.0/-0 INCHES LONG. IT IS PREFERRED THAT ACCESS OPENING BORDER STRAPS ARE HOOKED TO BULKHEAD STAPLES OR OTHER STEEL STRUCTURE. IF THIS IS NOT THE CASE THEN SEE REF F, DETAIL A-A FOR ACCEPTABLE, ALTERNATE ARRANGEMENTS. FOR ARRANGEMENTS NOT ILLUSTRATED IN REF F, CALL THE ISEA PER PARAGRAPH 9 OF THIS MESSAGE, FOR GUIDANCE.

(B) ACCESS OPENING LENGTH IS MORE THAN 21 INCHES: THIS CONFIGURATION IS UNACCEPTABLE BECAUSE IT PROVIDES AN EXCESSIVELY LARGE OPENING THROUGH WHICH A CLIMBER MAY FALL.

EITHER OF THE TWO FOLLOWING OPTIONS IS ACCEPTABLE:

(1) MAKE A NEW NET IAW REF C EXCEPT THAT ACCESS PAGE 03 RUCOMFB1469 UNCLAS OPENING SHALL BE 24 +/- 2.5 INCHES WIDE AND 16 +5.0/-0 INCHES LONG.

(2) ADD A FILLER STRAP TO THE EXISTING NET SO THAT NO MORE THAN 21 INCHES OF ACCESS OPENING LENGTH EXISTS. IT IS PREFERRED THAT ACCESS OPENING BORDER STRAPS ARE HOOKED TO BULKHEAD STAPLES OR OTHER STEEL STRUCTURE. IF THIS IS NOT THE CASE THEN SEE REF F, DETAIL A-A FOR ACCEPTABLE, ALTERNATE ARRANGEMENTS. FOR ARRANGEMENTS NOT ILLUSTRATED IN REF F, CALL THE ISEA PER PARAGRAPH 9 OF THIS MESSAGE, FOR GUIDANCE.

(C) NET SAG. AN ACCEPTABLE RANGE OF SAG FOR IN-SERVICE NETS IS BETWEEN 4 INCHES AND 9 INCHES. IN-SERVICE NETS WITH LESS THAN 4 INCHES OR MORE THAN 9 INCHES OF SAG SHOULD BE DISCARDED AND REPLACED WITH NEW NETS. NEW NETS SHOULD BE MANUFACTURED WITH 4 TO 6 INCHES OF SAG. REFER TO REF C, GENERAL NOTE 4.

(D) INSUFFICIENT QUANTITY OF BOX STITCHES: NETS WITH ONLY ONE BOX STITCH SECURING EACH SNAP HOOK LOOP ARE UNACCEPTABLE DUE TO INSUFFICIENT STRENGTH. PER REFS B AND C, TWO BOX STITCHES ARE REQUIRED PER SNAP HOOK LOOP. WHERE PRACTICAL, SEW A SECOND BOX STICH ADJACENT TO THE EXISTING  
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BOX STITCH. WHEN INSUFFICIENT STRAP MATERIAL EXISTS FOR A SECOND BOX STITCH, DISCARD THE NET AND REPLACE WITH NEW NET PER REF C.

(E) EXCESSIVE DISTANCE BETWEEN PERIMETER SNAP HOOKS: ANY PERIMETER STRAP WITH MORE THAN 11 INCHES BETWEEN UNOBSTRUCTED SNAP HOOKS IS UNACCEPTABLE. WHERE INTERFERENCES EXIST, UP TO 16 INCHES BETWEEN SNAP HOOKS IS

ACCEPTABLE. CONTACT THE ISEA, PER PARAGRAPH 9 OF THIS MESSAGE, FOR GUIDANCE.

(F) EXCESSIVE DISTANCE BETWEEN PERIMETER STRAP AND ADJACENT BULKHEAD: NETS EXHIBITING MORE THAN 8.5 INCHES BETWEEN THE PERIMETER STRAP AND THE BULKHEAD OR ANY STRUCTURE ARE UNACCEPTABLE. INSTALL FILLER STRAPS, AS NECESSARY, TO CLOSE THE DISTANCE TO 8.5 INCHES OR LESS.

(G) IMPROPER ARRANGEMENT. NETS SPACED GREATER THAN 17 FEET, OR OTHER SCENARIOS NOT PER ARRANGEMENTS SHOWN IN REF C ARE UNACCEPTABLE. SEE REF C NOTE 6 FOR GUIDANCE ON PROPER ARRANGEMENT AND SPACING.

(H) NOTHING IN THIS PARAGRAPH SHOULD BE CONSTRUED TO MODIFY OR ELIMINATE REF D INSPECTION CRITERIA FOR NET DETERIORATION.  
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4. NEW NETS SHOULD BE MANUFACTURED IN COMPLIANCE WITH REF C TO THE MAXIMUM EXTENT PRACTICABLE. PARTICULAR ATTENTION SHOULD BE PAID TO THE FOLLOWING:

(A) ENSURE THAT STRAP AND THREAD ARE CORRECT.

(B) ENSURE THAT CORRECT SNAP HOOKS ARE USED. SEE PARAGRAPH 2J OF THIS MESSAGE FOR DETAILS.

(C) ENSURE THE APPROPRIATE TYPE AND NUMBER OF BOX STITCHES ARE USED. SEE REF C, DETAILS 10D AND 12C EXCEPT THAT TWO BOX STITCHES SHALL BE USED VICE THE ONE INDICATED IN DETAIL 12C.

(D) SIZE NET SO THAT SAG IS BETWEEN 4 INCHES AND 6 INCHES. SEE REF C, GENERAL NOTE 4.

(E) TEST NETS IAW REF C, GENERAL NOTE 5A. DISREGARD REF E, WHICH IS BEING CANCELLED. RE-TESTING OF IN-SERVICE NETS, MODIFIED AS PER THIS MESSAGE, IS NOT REQUIRED.

(F) ENSURE THAT NETS ARE TAGGED WITH THE FOLLOWING INFORMATION, IAW AND IN ADDITION TO THE REQUIREMENTS OF REF A:

1. DATE OF MANUFACTURE

2. DATE TESTED

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3. TEST LOAD

4. TRUNK AND NET LOCATION

5. BECAUSE NETS FABRICATED IAW REF B WERE NOT REQUIRED TO HAVE TAGS, NETS SHOULD NOT BE REJECTED/DISCARDED SOLELY ON THE BASIS OF A MISSING TAG. NETS MISSING TAGS ARE NOT REQUIRED TO BE RE-TESTED. NETS PREVIOUSLY TESTED TO DIFFERENT STANDARDS ARE NOT REQUIRED TO BE RETESTED. THE FLEET PRIORITY SHOULD BE TO CORRECT NUMEROUS NET CONFIGURATION PROBLEMS.

6. SNAP HOOKS THAT HAVE BEEN RECOVERED FROM IN-SERVICE NETS MAY BE RE-USED ON NEW NETS ONLY IF THE FOLLOWING CONDITIONS EXIST:

(A) THE HOOK SHOULD BE FREE FROM SURFACE CORROSION. THE MATERIAL SURFACE SHOULD BE SMOOTH AND CLEAN.

(B) THE HOOKING MECHANISM SHOULD OPERATE FREELY, SIMILAR TO A NEW HOOK.

(C) THE HOOK SHOULD BE FREE FROM EVIDENCE OF DAMAGE FROM USE. KINKED OR BENT HOOKS SHOULD BE DISCARDED.

(D) THE HOOK SHOULD BE MADE TO THE APPROPRIATE SIZE & MATERIAL. SEE PAR 2J OF THIS MESSAGE FOR DETAILS.

7. NETS ARE GENERALLY CUSTOM-CONFIGURED TO SPECIFIC

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LOCATIONS. SWITCHING NETS BETWEEN TRUNKS OR WITHIN TRUNKS IS UNACCEPTABLE.

8. NAVSEA HAS ADDED SAMPLE NET CONFIGURATION ILLUSTRATIONS

TO THE WATERTIGHT CLOSURE WEBSITE, REF F. THE ILLUSTRATIONS REPRESENT COMMON NET DISCREPANCIES AND RECOMMENDED SOLUTIONS RELATED TO THE AFOREMENTIONED PARAGRAPHS. ALSO INCLUDED ARE ILLUSTRATIONS OF NETS THAT HAVE BEEN ACCEPTABLY CONFIGURED AROUND TRUNK INTERFERENCES. FLEET REPAIR ACTIVITIES SHOULD CONSULT THE WEBSITE FOR GUIDANCE ON CONFIGURING NETS. IT IS NOT THE INTENT OF THIS MESSAGE TO DEFINE MODIFICATIONS TO TRUNKS REQUIRING WELDING NEW NET SUPPORTS OR MOVING TRUNK INTERFERENCES. NSWCCD-SSES WILL CATALOG LOCATIONS REQUIRING MODIFICATIONS AND ISSUE RECOMMENDATIONS FOR APPROVED ALTERATIONS TO NAVSEA PROGRAM OFFICES.

9. IF ANY ACTIVITY ENCOUNTERS A QUESTIONABLE NET CONFIGURATION THAT IS NOT REPRESENTED HEREIN OR ON THE WEBSITE (REF F), CONTACT NSWCCD-SSES CODE 9782, ISEA ANTHONY VENTI, AT COMM PHONE (215) 897-7781, DSN 443-7781 OR EMAIL: VENTIAJ@NSWCCD.NAVY.MIL. WHEN EMAILING, PROVIDE PAGE 08 RUCOMFB1469 UNCLAS DIGITAL PHOTOS OF THE NET IN QUESTION.//  
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