

FLASH

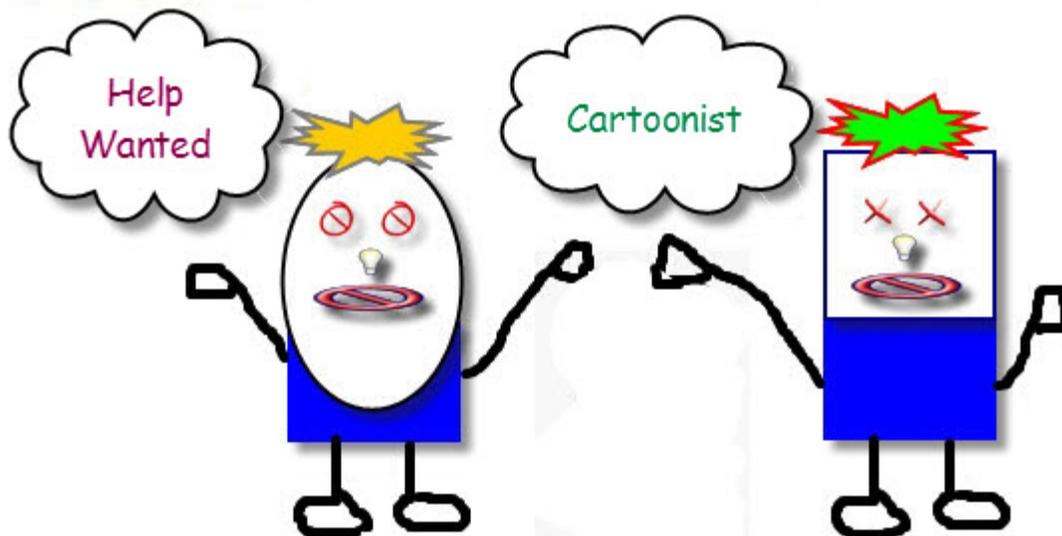
Factual Lines About Submarine Hazards

Submarine Division of the Naval Safety Center

July - September 2011



(This is an example of Cartoonist level desired.)



(This is an example of current level of cartoonist.)

Please send email, if interested, on the unclassified network.

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.

Page	Article Name
1	Cartoon and Cover Page
2	Table of Contents / Retirement [CDR Webb]
3	PMS Monitoring and Mishap Reporting Clarification [EMCM Valdepeña]
4	Mishap Reporting Clarification (cont)
5	Mishap Reporting Clarification (cont)
6	Mishap Reporting Clarification (cont) Tool Roll Volt Meters [MMCS Sisk]
7	Personnel Hatch Access Covers [FTC Cahill] Maintenance and PMS Issues [MMC Ingram]
8	Maintenance and PMS Issues (cont) Eye Wash Stations [HMC Harris] Chip Shield for Lathe and Drill Press [ETC Dawson]
9	Chip Shield for Lathe and Drill Press (cont)
10	Jacobs Ladder [FTC Cahill]
11	E-Blast, ESAMS, and Fatigue
12	Risk Management and Homecoming
13	Effective COMNAVSAFECEN Submarine Safety Advisories / Contact Information

Retired After 29 Years

CDR Carville Webb

I have enjoyed my 29 years of service and my time at the Naval Safety Center but it is time for this sea dog to go ashore. LT Richard Ray is now the Submarine Division Officer and Senior Surveyor for the Safety Survey Team. I would like to thank my team and everyone at the Naval Safety Center who has supported our efforts to improve safety for our Sailors. None of what has been accomplished over the past few years would have been possible without the teamwork of the Naval Safety Center, NAVSEA, SUBMEPP, TYCOMs, ISICs and the Sailors on the deck-plate; Thank You All! Here is my final attempt to improve safety in the Submarine Force. When I first entered the Navy, one of the common jokes was about the large merchants we would pass at night who would not change course, speed or respond on the radio regardless of the CPA. We would say that the vessel was on "Iron Mike" or autopilot and everyone was asleep at the wheel or off getting coffee. From what I have witnessed while at the Naval Safety Center, basic maintenance in the force is often on "Iron Mike" and the lack of physical monitoring by senior leadership is negatively affecting the safety and readiness of our boat and crew.

PMS Monitoring

EMCM(SW/AW) Frank Valdepeña

Since the last FLASH, nine PMS monitors were conducted. Three were graded as "Above Standards" and six were graded as "Below Standards". Although the results, overall, are better than the last FLASH, there is still significant room for improvement. **Maintenance procedures developed by Submarine Maintenance Engineering, Planning and Procurement (SUBMEPP) Activity in accordance with Reliability-Centered Maintenance (RCM) are the MINIMUM required to maintain equipment within specifications.** So, if we are not completing every step of the MRC, then we are not doing the minimum required to maintain the equipment. Of the five boats surveyed, only the USS Helena (SSN725) had a pneumatic grease gun configured as required by the MRC.

When on survey we attempt to complete three PMS monitors:

MRC 5462/001 Q-1R (Inspect Pneumatic Grease Gun)

MRC 4331/011 M-2 (Clean and Inspect BB-415,420/WIC Auxiliary Batteries)

MRC 5832/015 A-1 (Inspect Life Preserver)

The goal, as stated in the survey message, is to have staged all tools, parts, materials, equipment and reference materials required for the monitors prior to 0800 with commencement of the monitor starting at 0815. Maintenance performer shall be the Sailor who completed the PMS last and monitors shall be an LCPO or above. We monitor the ships force LCPO or above monitoring the maintenance performer. The expectation is that the performer demonstrates to the monitor and the survey team all items listed in the "Accomplishment Confidence Factor" form - JFFM- COMFLTFORCOMINST 4790.3 Rev B Change 3, page VI-19A-11.

The most common problem with PMS monitors is step 1b, "Presented the correct tools, Personal Protective Equipment (PPE) parts (NSN), material (Military Specification (MILSPEC)) and test equipment (Calibrated)". Tools are either missing, incorrectly lined out (Stating it is not required for the PMS, when in fact it is required to complete some of the steps of the MRC), or incorrectly substituted (Not utilizing PMS viewer correctly). Ensure you are reading every step of the card and if there is something wrong with it or you need clarification, submit a TFBR and follow up on it until you have a response. Don't assume someone has already done it.

Mishap Reporting Clarification

EMCM(SW/AW) Frank Valdepeña

The following are the recent messages pertaining to mishap reporting.

First, (021648Z MAY 11, COMNAVSAFECEN AFLOAT SAFETY ADVISORY 5-11 - REPORTABLE MISHAP CLARIFICATION AND REPORTING) is an advisory that clarifies definitions in OPNAVINST 5102.1D, (NAVY AND MARINE CORPS MISHAP AND SAFETY INVESTIGATION REPORTING AND RECORD KEEPING MANUAL), for flooding, grounding, collision/allusion, fires, electric shock, and property damage.

This message is modified for posting:

021648Z MAY 11

FM COMNAVSAFECEN NORFOLK

TO AIG 6944

UNCLASSIFIED//NO5100//SECINFO/U/-//

MSGID/GENADMIN/COMNAVSAFECEN/30/APR//

SUBJ/COMNAVSAFECEN AFLOAT SAFETY ADVISORY 5-11 - REPORTABLE MISHAP CLARIFICATION AND REPORTING//

REF/A/DESC:DOC/CNO/7JAN2005//

NARR/REF A IS OPNAVINST 5102.1D, NAVY AND MARINE CORPS MISHAP AND SAFETY INVESTIGATION REPORTING AND RECORD KEEPING MANUAL.//

E-MAIL SAFE-submarines@navy.mil for POC information.

GENTEXT/REMARKS/

1. A REPORT FOR AN AUDIT ON THE REPORTING OF ON-DUTY INJURY AND PROPERTY DAMAGE MISHAPS REVEALED SOME SHORTFALLS IN THE AWARENESS IN THE AFLOAT COMMUNITY ON WHAT CONSTITUTES A REPORTABLE MISHAP. ACCORDING TO THE REPORT, THE MOST PREVALENT REASON FOR NON-REPORTING WAS A LACK OF KNOWLEDGE IN WHAT CONSTITUTED A REPORTABLE MISHAP.

2. THIS ADVISORY CLARIFIES DEFINITIONS IN REF A FOR FLOODING, GROUNDING, COLLISION/ALLISION, FIRES, ELECTRIC SHOCK, AND PROPERTY DAMAGE.

3. ALL AFLOAT CASES OF GROUNDING, COLLISION, AND ALLISION SHALL BE REPORTED AS A MISHAP AND INCLUDE THE COST OF DAMAGE TO OWN SHIP, THE OTHER SHIP, CRAFT, OR OBJECT AND ANY INJURIES. A COLLISION IS ANY UNINTENDED CONTACT BETWEEN TWO MOVING OBJECTS (E.G., SHIPS, CRAFT, AND TUGS). ALLISIONS ARE ANY UNINTENDED CONTACT BETWEEN A SHIP AND A FIXED OBJECT. INCLUDE THE COST ESTIMATE OF DAMAGE AND ANY INJURIES BEYOND FIRST AID.

4. ALL AFLOAT CASES OF FLOODING, DEFINED AS THE INTRUSION OF ANY FLUID (FOR EXAMPLE, WATER, FUEL, SEWAGE) INTO A COMPARTMENT CAUSED BY MISALIGNMENT, NEGLIGENCE, OR FAILURE TO FOLLOW OPERATING PROCEDURES (E.G., EOS, EOP, VALVE LINE-UPS) OR COMPONENT FAILURE (E.G., VALVE, O- RING) OR OVERFLOW CAUSED BY AN UNPLANNED EVENT THAT CAUSES THE IMPLEMENTATION OF EMERGENCY FLOODING ACTION. INCLUDE THE COST ESTIMATE OF DAMAGE AND ANY INJURIES BEYOND FIRST AID.

5. ALL FIRES OCCURRING AFLOAT UPON WHICH AN EXTINGUISHING MEDIA (E.G., FIRE EXTINGUISHER, SPRINKLER SYSTEM) IS USED BY SHIP'S FORCE, FIRE WATCH, CONTRACTOR, ETC. OR, THAT CAUSES DAMAGE TO A SPACE OR EQUIPMENT REGARDLESS OF THE SIZE, DAMAGE COST, OR SEVERITY. INCLUDE THE COST ESTIMATE OF DAMAGE AND ANY INJURIES BEYOND FIRST AID.

6. ALTHOUGH WESS ONLY REQUIRES THE ENTRY OF MISHAP DAMAGE GREATER THAN \$50,000 FOR BOTH GOVERNMENT AND NON- GOVERNMENT PROPERTY, THE SYSTEM WILL ACCEPT AND RECORD DAMAGE COSTS LESS THAN THAT AMOUNT. IN THE ABOVE SITUATIONS, TO GET TO THE WESS "INVOLVED PROPERT PROPERTY" SCREEN, WE RECOMMEND YOU INITIALLY CHECK THE "GREATER THAN \$50,000" BLOCK ON THE MISHAP-TYPE SCREEN FOR THESE REPORTABLE MISHAPS. THEN, YOU CAN INCLUDE ACTUAL MISHAP COSTS ACCURATELY IN THE FOLLOW-ON SCREENS FOR THE MISHAP CATEGORIES LISTED ABOVE.

7. ALL AFLOAT ELECTRICAL OR ELECTRONIC SHOCKS (WHETHER INTENTIONAL OR UNINTENTIONAL) FROM ANY VOLTAGE, OR CURRENT SOURCE REGARDLESS OF INTENSITY SHOULD BE REPORTED. THE NAVAL SAFETY CENTER IS WORKING SEVERAL INITIATIVES TO ENHANCE ELECTRICAL SAFETY TRAINING AND DOCUMENTATION. REPORTING ALL SHOCKS, NO MATTER HOW MINOR THEY SEEM AND EVEN IF THE SAILOR IS RETURNED, "FIT FOR FULL DUTY" IMMEDIATELY WILL GIVE US, AND THE CHAIN OF COMMAND A GREATER APPRECIATION FOR THE SIZE OF THIS CHALLENGE AND HELP IDENTIFY THE APPROPRIATE CORRECTIVE MEASURES.

8. ACCORDING TO PARA 3004.1 OF REF A, ALL "CLASS A, B, AND C GOVERNMENT PROPERTY DAMAGE MISHAPS" ARE REPORTABLE. THIS MEANS ANY MISHAP RESULTING IN A TOTAL COST TO THE GOVERNMENT GREATER THAN \$50,000. THIS ALSO INCLUDES NON- GOVERNMENT PROPERTY DAMAGE IF THE DAMAGE WAS CAUSED BY A GOVERNMENT EVOLUTION, OPERATION, OR VEHICLE. IT ALSO INCLUDES DIVING EQUIPMENT THAT IS DAMAGED OR LOST. ALSO INCLUDED IN THE MISHAP COSTS ARE ANY EXPENDITURE NECESSARY FOR ENVIRONMENTAL CLEANUP OR RESTORATION. INITIAL COST DETERMINATION INCLUDES ESTIMATES FOR COST OF MATERIALS AND COST OF LABOR FOR REPAIR. ONCE REPAIRS ARE COMPLETE, DETERMINE THE FINAL COST BASED ON THE ACTUAL EXPENDITURES AND AMEND THE MISHAP REPORT PREVIOUSLY SUBMITTED.

9. AS A REMINDER, OPNAVINST 3100.6H, SPECIAL INCIDENT REPORTING (OPREP-3 PINNACLE, OPREP-3 NAVY BLUE, AND OPREP-3 NAVY UNIT SITREP) PROCEDURES, REQUIRES YOU TO OPREP-3 NAVY UNIT SITREP) PROCEDURES, REQUIRES YOU TO PAGE 7 RUCOWCA6221 UNCLAS INCLUDE

COMNAVSAFECEN AS AN INFO ADDEE FOR ALL MISHAPS OR POTENTIAL MISHAPS. ADDITIONALLY, PARAGRAPH 8 IN SECTION III OF CHAPTER 2 REQUIRES YOU TO INCLUDE ONE OF THE FOLLOWING IN YOUR FINAL OPREP-3 MESSAGE FOR THAT EVENT:

MISHAP REPORT NOT REQUIRED

MISHAP REPORT TO FOLLOW

MISHAP REPORT SUBMITTED

10. TO CLOSE THE GAP BETWEEN MISHAPS REQUIRING AN OPREP-3 OR CASREP MESSAGE AND THE COMMAND'S SENDING THE APPROPRIATE REPORT TO THE NAVAL SAFETY CENTER, WE RECOMMEND COMMANDS INCLUDE THE SAFETY OFFICER IN THE REVIEW OF ALL OPREP-3 MESSAGES AND CASREPS BEFORE THEIR RELEASE. IF THIS ISN'T FEASIBLE DUE TO TIME CONSIDERATIONS, COMMAND SAFETY OFFICERS SHOULD REVIEW THOSE MESSAGES AT THEIR FIRST OPPORTUNITY. UNCLASSIFIED//

This second message, (221323Z JUL 11, SUBJ/MISHAP REPORTING RESPONSIBILITIES FOR PERSONNEL ASSIGNED TO /MEDHOLD OR TPU//) is a message that specifies who is responsible for reporting injuries for personnel assigned to a medical hold unit (MEDHOLD) or to a transient personnel unit (TPU).

This message has been modified for posting

DTG 221323Z JUL 11

FM COMNAVSAFECEN NORFOLK VA

TO ALSAFE

UNCLAS

ALSAFE 040/11

SECINFO/U/-//

MSGID/GENADMIN/COMNAVSAFECEN/40/JUL//

SUBJ/MISHAP REPORTING RESPONSIBILITIES FOR PERSONNEL ASSIGNED TO/MEDHOLD OR TPU//

REF/A/DESC:DOC/NAVAUDSVC/12MAR2010//

REF/B/DESC:DOC/CNO/07JAN2005//

NARR/REF A IS NAVAL AUDIT SERVICE AUDIT REPORT N2010-0016, REPORTING OF SAFETY MISHAPS. REF B IS OPNAVINST 5102.1D/MCO P5102.1B, NAVY & MARINE CORPS MISHAP AND SAFETY INVESTIGATION, REPORTING, AND RECORD KEEPING MANUAL.//

E-MAIL SAFE-submarines@navy.mil for POC information.

GENTEXT/REMARKS/

1. PER REF A, NAVAL AUDIT SERVICE RECOMMENDED REF B BE REVISED TO SPECIFY WHO IS RESPONSIBLE FOR REPORTING INJURIES FOR PERSONNEL ASSIGNED TO A MEDICAL HOLD UNIT (MEDHOLD) OR TO A TRANSIENT PERSONNEL UNIT (TPU). THEY FOUND CASES WHERE INJURIES SUSTAINED BY PERSONNEL AT A PRIOR COMMAND AND THEN TEMPORARILY ASSIGNED TO EITHER MEDHOLD OR TPU WERE NOT REPORTED. THE INTENT OF THIS ALSAFE IS TO CLARIFY THE COMMAND'S MISHAP REPORTING RESPONSIBILITIES FOR PERSONNEL THAT ARE ASSIGNED TO THESE UNITS.

2. THE FOLLOWING LANGUAGE WILL BE ADDED TO THE NEXT REVISION OF REF B: "MISHAPS INVOLVING INJURED PERSONNEL WHO ARE SUBSEQUENTLY TRANSFERRED OR TEMPORARILY ASSIGNED TO A MEDHOLD OR TPU WILL BE REPORTED BY THE COMMAND THAT WAS RESPONSIBLE FOR THE INDIVIDUAL AT THE TIME THE MISHAP OCCURRED. IF AN INDIVIDUAL IS PERMANENTLY TRANSFERRED FROM THE COMMAND WHERE THE INJURY OCCURRED, THE DETACHING COMMAND IS RESPONSIBLE FOR SUBMITTING THE ORIGINAL MISHAP REPORT. ANY FOLLOW-ON REPORTS THAT MAY BE REQUIRED TO UPDATE THE ORIGINAL MISHAP REPORT OF A PERMANENTLY TRANSFERRED INDIVIDUAL WILL BE THE RESPONSIBILITY OF THE GAINING COMMAND. ANY FOLLOW-ON REPORTS FOR TEMPORARY TRANSFERS WILL REMAIN THE RESPONSIBILITY OF THE ORIGINAL COMMAND WHERE THE PERSON WAS INJURED".

3. ADDITIONALLY, REF A REQUIRED COMNAVSAFECEN TO ENSURE THAT RESPONSIBLE PERSONNEL WERE MADE AWARE OF THE CHANGE, CLARIFYING REPORTING RESPONSIBILITIES. TO RE-EMPHASIZE REF B POLICY, CHAPTER 1, SEC 1005, PARA 8.E REQUIRES THAT COMMANDERS, COMMANDING OFFICERS, MASTERS, AND OFFICERS-IN-CHARGE SHALL DIRECT THE INVESTIGATION OF ALL MISHAPS AND REPORT MISHAPS, NOT INVESTIGATED BY A SAFETY INVESTIGATION BOARD, AS OUTLINED IN CHAPTER 3 OF THE REFERENCE.

4. THE REPORTING RESPONSIBILITIES ADDRESSED ABOVE ARE EFFECTIVE IMMEDIATELY.

Welcome to the Future

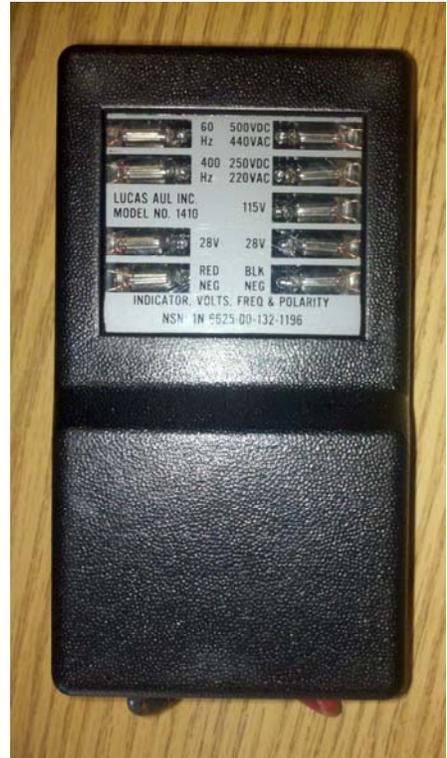
Tool Roll Volt Meters

MMCS(SS) Sisk

Most of today's Navy still uses technology from decades ago. In the DC world we are moving forward with new electronics. VIRGINIA Class Submarine Tool Rolls were outfitted with two Fluke 77 Multi-meters, SCAT 4245, and NSN 6625-01-336-3372 due to their electric plant configuration. Currently, all other class Submarine Damage Control Tool Rolls contains two Line Volt Indicators, AUL-Model 1410, NSN 6625-00-132-1196. Per AEL 2-880043004, Note 3, all non VIRGINIA Class Submarines are authorized to replace the two Line Volt Indicators with one Fluke 77 Multi-meter per Tool Roll. PMS is covered under MIP 6641/009, MRC A-5 which lists the Fluke 77 in the Submarine Damage Control Tool Roll inventory. Recommend all SSBN/SSGN-726, SSN-688 and SSN-21 Class Submarines replace the two Line Volt Indicators with one Fluke 77 to conform to current PMS requirements. I recommend you retain the Line Volt Indicator storage box for storage of your ten yellow chemical lights.



Fluke Model 77-IV/BN



AUL-Model 1410

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 FLASH.

Personnel Access Hatch Protective Covers

FTC (SS) Cahill

Recently, I learned personnel access hatch protective covers are in disrepair. These covers provide improved hatch seat protection in the form of lightweight material (Ultra High Molecular Weight Poly (UHMWP)) with a replaceable hinge kit. The use of the protective covers is required by the Preventive Maintenance System (PMS) and as a measure of good submarine practice to preserve and protect the critical seating surfaces of the hatch closure.

These hatch covers should be installed every time the ship is in-port and the hatch is opened for personnel or equipment access. The watertight door (WTD) seat protector is required to be installed when in-port and engine room conditions Do not preclude the watertight door from remaining in the open position.

Type Commander Kit (TYKIT) provides initial issue and are to be stored when not in use in the same manner as previous hatch protectors. Here are the Allowance Parts Lists (APL) for replacement parts:

- Hatch Seat Protector for 25 inch Hatch 31A070075
- Hatch Seat Protector for 30 inch Hatch 31A070076
 - Upper & Lower, FWD & Aft Escape Trunk
 - Upper Weapons Shipping
- Bayonet Style Hatch Protector for 30 inch Hatch 31A070077
 - Lower Weapons Shipping
- Hatch Protector for 20 X 38 WT Door 31A070078
 - CL 20 38 Watertight Door

Prior to installation of the hatch protector, conduct a visual inspection to verify the conditions of the unit and hinges. If either hinges or the seat protector are damaged or severely rusted do not use the item and order replacement parts utilizing the proper APL for your hatch. Damaged hatch protectors can injure personnel or damage the hatch seat.

Combat Systems

Maintenance and PMS Issues

MMC (SS) Ingram

Here are some discrepancies going unnoticed or are unknown prior to a Safety Survey or INSURV. These discrepancies can be easily corrected with training and a further understanding of the references.

Magazine temperatures are being recorded daily IAW PMS, but the data is not being transferred to the weapons department record IAW NAVSEA OP 4 - Para. 3-12-12.2. Some commands have logged the temperatures in the Ship's Deck Log. The data is required to be entered into the electronic work log.

Dummy/drill ammunition container is either not segregated from service ammunition and/or not properly color coded (bronze, gold, brass), and/or not labeled "FOR PRACTICE ONLY". These requirements are IAW NAVSEA OP 4- Rev 9 - Para. 3-14.11 & 3-14.11.2, and NSTM 700-Para. 5.12.2, SW010-AF-ORD-010 Identification of Ammunition, Chg-C, Table 1-1.

There have been numerous accounts of unauthorized material stowed in spaces designated as ammunition, pyrotechnics, or countermeasures lockers. The unauthorized material ranges from chemical wipes and tools to locally produced launching kits. This unsafe practice is not IAW NAVSEA OP 4, Rev 9 - Para. 3-12.4.

Numerous ready service pyrotechnic and ammunition lockers are not being properly secured. Have you checked all dogging latches for a proper seal and closure? In most cases, the bottom two latches are not secured. Ensure lockers are properly secured IAW S9086-XG-STM-010 Shipboard Ammunition Handling and Stowage, NSTM Chapter 700, Rev 6 - Para. 700-5.14.4 (Paint), 700-5.21, 700-5.8, 700-5.9, NAVSEA OP 4, Rev 9, Para. 3-12.10, and 3-12.12.2, MRC 7000/X04 D-1, D-2, and D-3.

When commands receive their allowance of Tactical Flotation Vests (VBSS), they want to put them in service. The problem is that the vests have required receipt PMS, MIP 5832/023 A-1 upon receipt. Ensure a TFBR is submitted to add this MIP to your LOEP.

Eye Wash Stations

HMC(SS) Harris

Over 50 % of the emergency eyewash stations I looked at this year were not operable, accessible, could not flush both eyes simultaneously or failed to deliver the required amount of water.

This is significant!

Possible disability awaits our next Sailor who gets something in his/her eye(s) and is not able to flush correctly! What are the requirements for the eye wash station per OPNAVINST 5100.19E?

1. Make sure there are no physical obstructions that would prevent you from placing your eyes over the eye wash station eye caps. Remember, a person needing to use the eye wash is going to have their eyes closed, or at least experience difficulty seeing.

2. Eye and face wash units must be installed/available, in good condition, and near chemical hazards (acid/alkaline) such as battery wells, O2 generators, CO2 scrubbers, sample sinks and refrigerant plants. Submarines are authorized to have emergency eyewash bottles in Nucleonics and Secondary Sample Sink in lieu of plumbed eye wash stations and may install additional eye wash bottle stations when desired.

3. Eye and face wash stations must:

(a) Flush both eyes simultaneously.

(b) Deliver not less than 0.4 gallons of water per minute for 15 continuous minutes.

4. Eye wash stations and personal eyewash bottle locations must be distinctly marked with highly visible signs. (NSN 9905-01-345-4521)

5. If the eyewash facility is not available near the battery well hatch, two plastic squirt-type bottles (32 oz capacity each) must be placed in the vicinity of the hatch. This would also include situations where potable water is secured or the eyewash station is not operable.

Chip Shield for Lathe or Drill Press

ETC(SS) Dawson

During the past six months, our surveyors have uncovered a number of submarines not complying with a requirement for a chip shield on the lathe or drill press. To aid the fleet in a decision process for procuring a solution, I found three of numerous possible companies which supply equipment.

Rockford Systems, IN. 1-800-922-7533 SALES@ROCKFORDSYSTEMS.COM.

MSC Direct 1-800-645-7270 MSCDIRECT.COM

Love Green 1-800-262-8284 LOVEGREEN.COM

There are many more companies that are available to keep our Sailor's safe. Find one locally and submit an open purchase request form.

LATHE



TXS-100 SMALL CROSSSLIDE-TRAVEL LATHE SHIELD \$367.00. TXS-200 LARGE CROSSSLIDE-TRAVEL LATHE SHIELD \$550.00. To mount the LATHE SHIELD you need to order one of the following:

LXS-650	TYPE A MOUNTING BRACKET FOR SMALL STEEL & TRANSPARENT LATHE CHUCK SAFETY SHIELD	\$35.00
LXS-651	TYPE A1 MOUNTING BRACKET FOR SMALL STEEL & TRANSPARENT LATHE CHUCK SAFETY SHIELD	\$55.00
LXS-652	TYPE B MOUNTING BRACKET FOR SMALL STEEL & TRANSPARENT LATHE CHUCK SAFETY SHIELD	\$36.00
LXS-653	TYPE B2 MOUNTING BRACKET FOR SMALL STEEL & TRANSPARENT LATHE CHUCK SAFETY SHIELD	\$133.00
FKT-781	INTERLOCK BRACKET ASSY FOR SMALL STEEL AND TRANSPARENT LATHE CHUCK SHIELDS	\$325.00

DRILL PRESS



DZS-001	HEAVY-DUTY ALUMINUM DRILL SHIELD (3 TIER, FRONT HINGE, 6" STROKE)	\$231.00
DZS-003	HEAVY-DUTY ALUMINUM DRILL SHIELD (2 TIER, FRONT HINGE, 2 11/16" STROKE)	\$257.00
DZS-004	HEAVY-DUTY ALUMINUM DRILL SHIELD (2 TIER, FRONT HINGE, 4 1/2" STROKE)	\$277.00
DZS-005	HEAVY-DUTY ALUMINUM DRILL SHIELD (2 TIER, SIDE HINGE, 4 1/2" STROKE)	\$337.00
DZS-006	HEAVY-DUTY ALUMINUM DRILL SHIELD (3 TIER, SIDE HINGE, 6" STROKE)	\$292.00

Jacob's Ladders

FTC (SS) Cahill

MIP 6121/SUB R-5W under FR 3-11 does not cover the submarine configuration of the Jacobs's ladder.

The following is some general guidance for inspection until the Jacob's ladder PMS is established:

Inspect entire length of rope; cut or broken strands, visible orange core, or stiffness - require replacement.

Inspect lanyard assembly; cut or broken strands, visible orange core, or stiffness - require replacement.

Inspect rung assembly; worn or missing non-skid matting, loose or broken rungs and fittings - require replacement.

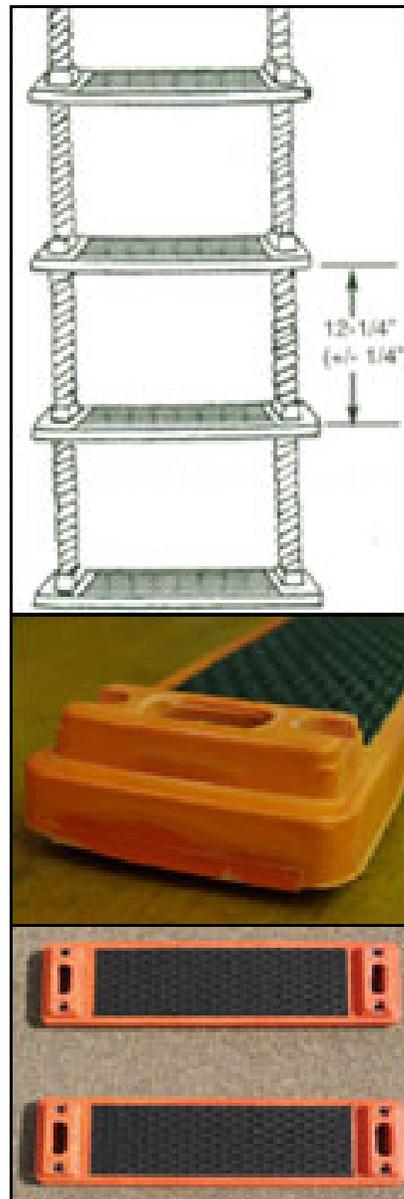
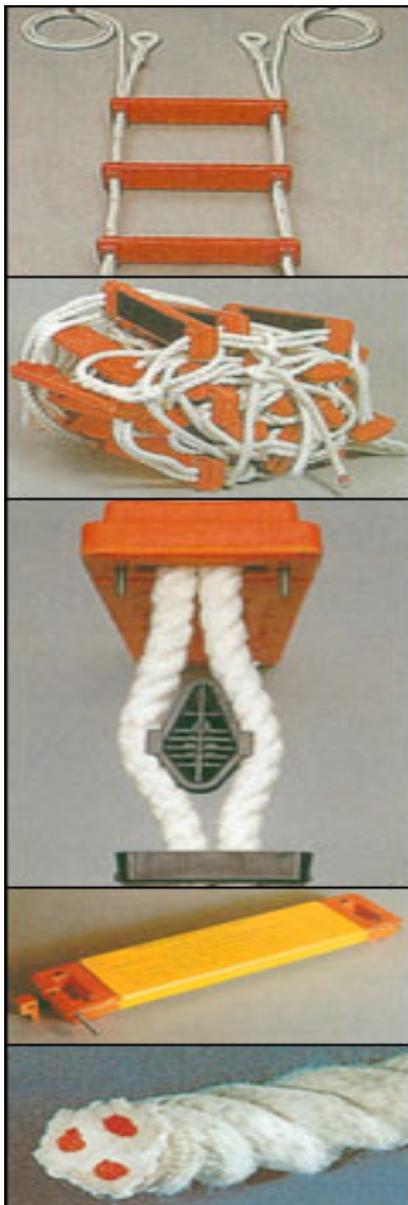
Replacement information is as follows:

774 Class Jacob's Ladder NSN 2090-01-510-0896

Lanyard Assembly NSN 4020-01-512-4806

688/21 Class Jacob's Ladder NSN 2090-00-753-3911

726 Class Jacob's Ladder NSN 2090-00-753-3912





NAVAL SAFETY CENTER

Work, Play, Live...Safely!

To view this product, visit:

http://www.public.navy.mil/navsafecen/Documents/media/e-blast/August_2011_eBlast.pdf

Motorcycle Training Dashboard Available in Enterprise Safety Application Management System (ESAMS):

The ESAMS motorcycle training dashboard is an important resource that commands should use in their efforts to combat motorcycle injuries and fatalities. This multi-functional tool provides a wide variety of information to command leadership and Motorcycle Safety Representatives (MSRs). With a few simple keystrokes, in-depth information about the command's motorcycle ridership demographics and training status are graphically displayed. The ESAMS motorcycle training module allows MSRs to effectively manage the motorcycle safety program of any unit. Individual riders have immediate access to their personal training information. All commands are required to have a MSR. Commands must also ensure their riders receive training and that rider training and status are entered into ESAMS. If you haven't had a recent update from your MSR, get them engaged and get informed. To establish an account, go to www.navmotorcyclerrider.com. If you want more information, or if you need administrative rights, training, or help with your personal profile, contact the ESAMS help desk at 1-865-693-0048.



Fatigue—Always a Threat behind the Wheel: Fatigue continues to injure and kill our Sailors and Marines in PMV mishaps. We receive a steady stream of single-vehicle, ground-mishap reports where drivers have drifted off the road or failed to negotiate a turn and struck trees, parked cars and other roadside obstacles, usually with disastrous results. Frequently these mishaps are late at night, may be associated with alcohol, and involve young personnel who are attempting long car trips to either get to distant weekend or liberty locations, see family and loved ones, or return to duty after weekends away. The fatigued driver who nods off at the wheel runs off the road, with no attempt at braking. Or the driver gets startled by hitting the rumble strip or median and over-steers back to the roadway, flipping the vehicle. In studies that have monitored drivers with video cameras, the incidence of nodding off (called "micro sleeps") reportedly exceeds all other driver distractions such as texting, talking on a cell phone, eating or putting on makeup. Even without the micro sleeps, the fatigued driver has slower and erratic reaction times, impaired risk assessment and judgment, and is more likely to suffer from visual illusions. Which group of individuals is most at risk from these fatigue mishaps? Despite the greater prevalence of sleep problems in the aging driver, it's the young drivers in the 18-25 year old group—our military population — who has the highest rate of fatigue mishaps on the road. Commands must continue to educate drivers about fatigue and the risks of drowsy driving, and enforce the use of TRIPS (http://www.public.navy.mil/navsafecen/Pages/ashore/motor_vehicle/trips.aspx) for weekend travel plans, to help prevent these mishaps.



Risk management simply means planning your activities. Sailors and Marines are doing a great job of managing risk on the job. We can save a lot of lives if we bring the same risk awareness and management to our off duty time. If you'll be at the beach, make sure you and your family members know how to swim. Check posted signs and stay out of the water if conditions warrant. Pay attention to lifeguards, and keep a close eye on the kids. If you'll be throwing a barbecue, plan to be a responsible host. Check the gas grill for leaks. Never use gasoline on charcoal. Keep grills of any sort away from the house or other structures and make sure kids and pets are kept away. If you're serving alcohol, make sure there are non-alcoholic beverages and plenty of food available. As host, be alert and exercise your responsibility to keep intoxicated guests from driving.



http://www.public.navy.mil/navsafecen/Documents/media/deckplate_dialogue/DD_Aug11_warnings.pdf

July 2011: Homecoming Is Risky—True or False?

It makes sense that the month's right after a tough deployment would be a time of increased risk. You head down the gang plank and charge off to meet your family and loved ones, to spend time at home, to take part in sports and outdoor activities, to have fun and let off steam. Along with all these positives, do you encounter unfamiliar risks and uncontrolled hazards? Are your skills rusty?

Data: We studied three years' worth of off-duty mishaps (Class A, B and C), categorized as stages of the deployment cycle. "Pre-deployment" was the 90 days prior; "post-deployment" was the 90 days following. The post-deployment phase had the highest mishap rate (166.4 mishaps per 100,000 personnel per year). The deployment phase had a significantly lower mishap rate (64.3). The rate during the pre-deployment phase was 141.5, also significantly higher than the deployment rate.

To some extent, this data reflects the fact that during a cruise, the opportunities for off-duty mishaps are less because—Duh!—Sailors are usually at work while the ship is out steaming around the ocean. They aren't off-duty that much. Nevertheless, you can't ignore that big jump in off-duty mishaps after the ship ties up.

We often make the case that you're safer at work. From FY 2002 - FY 2010, 322 Sailors died in on-duty mishaps. During that same time period, 543 Sailors were killed in traffic wrecks, and another 154 died in other off-duty and recreational mishaps.

If you aren't in a deployment cycle, that doesn't mean you can crank up your ear buds and go on auto-pilot. The off-duty mishap rate for personnel on shore duty is significantly higher than it is for personnel on sea duty in any phase of the deployment cycle. In the three years we studied, the off-duty mishap rate for non-deployed personnel ranged from 378 to 393 mishaps per 100,000 personnel per year. The corresponding overall Navy rate ranged from 317 to 330; the rates for those personnel in the deployment rotation ranged from just 74 to 152.

Solutions: If you're en route home from deployment, we have a new product to use during the transit: the 2011 version of our "Return to Home Port" CD, containing a wealth of safety-training resources. It includes videos, presentations, posters, POD notes and more. Order a copy using the feedback email address below, or call us at 757-444-3520, Ext. 7870. PS - You don't just have to be on deployment, we'll send you one anyway.

Take a risk-management mindset with you when you go on liberty or leave. That doesn't mean you can't do something—it just helps make sure that you will be around to do it again.

Effective COMNAVSAFECEN Submarine Safety Advisories

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

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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