

FLASH

Factual Lines About Submarine Hazards

Submarine Division of the Naval Safety Center

October - December 2013



Route for Safety's Sake

CO ____ XO ____ NAV ____ ENG ____ CSO ____ SUPPO ____ COB ____ DCA ____ Safety Officer

EDMC ____ MDR ____ 3MC ____ CPO Quarters ____ Ship's DCPO ____ 1st LT ____

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 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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This issue of the FLASH covers the FY 2013 submarine safety survey findings focusing on the significant and most common discrepancies. PMS not being properly accomplished by personnel and verified by leadership is a common theme in many survey areas.

Welcome Aboard

MMC Chayim

Greetings; my name is MMC (SS/SW) Kamil Chayim, reporting from the USS New Mexico (SSN 779). I have joined FTC Macon as a submarine combat systems and deck surveyor at the Naval Safety Center. I look forward to providing the submarine fleet with the support and training required to continue the mission of the United States Navy. Please, feel free to contact me at any time. My contact information is on the last page.

Welcome Aboard

ETC Kingsley

Greetings: I am ETC(SS) Adam Kingsley, reporting from the USS Norfolk (SSN 714). I have relieved ETC Dawson as the submarine electrical and mechanical surveyor at the Naval Safety Center. I look forward to providing the submarine fleet with the support and training required to continue the mission of the United States Navy. Please feel free to contact me at any time. My contact information is on the last page.

Damage Control

MMCS(SS) Sisk

CO₂ Extinguishers. Some units have been using the wrong type of scale to weigh their CO₂ extinguishers. 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. Reviewing the MRC will show you exactly how to fill out the record tag, so there shouldn't be any discrepancies. If you follow the instructions found within the MRC, your equipment will be in better shape and will have a greater ability to save lives and the ship in the event of a casualty.

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. Make sure to 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. Wiping the outer seals on the face isn't enough. Some units

are only wiping the outer surface face seals and not cleaning remainder of the EAB mask. Also, when you are inspecting the flash hood and gloves associated with the EAB, ensure to check for all holes, whether big or small. These vital components are there to prevent fire from contacting 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 modes of NFTIs. If you receive a new Talisman, label the batteries for use in that unit only. Also, you are required to have two rechargeable batteries and one AA battery pack with each talisman along with five red, non-expired chemical lights. Paying attention to the small things will be what brings everyone home.

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 the FLASH on the last page.

***Deck
FTC/SS Macon***

OTTO Fuel Detectors. During this past quarter's surveys, I've noticed that the OTTO fuel detector safety check is not being performed. Don't let this basic readiness check bite you! The check should be done in accordance with 18M-1R on MIP 4911. Remember that you should always inspect the power cords prior to use. Cords should have no breaks, tears or signs of bare wire. It's an easy check and it might keep you from getting a shock when plugging it in. Let's get those checks done and be safe out there!

**Electrical / Mechanical
MMC(SS/SW) Chayim**

Garbage Grinder and Vibration Detection Bracket. For the past year, our surveyors have uncovered a persistent problem regarding potential electrical shock hazards associated with the galley garbage grinder and the vibration detection

bracket. The COMSUBPAC/COMSUBLANT A&I N3399 and ISEA # 036-11 contains the appropriate guidance regarding the proper installation of the garbage grinder and vibration switch bracket. This details the grounding wire for both the operational and spare garbage grinders. Vibration switch (NSN 5930-01-117-8216), Vibration detector bracket (NSN 5930-01-240-7344).

Garbage Grinder Grounding Wire Installation Instructions:

1. Tack weld a collar stud (3/8-16UNC-2A x 1-3/8 L (MIL-S-24149/1-542), NSN 9Z 5307-01-225-7814) to the support leg closest to the vibration switch bracket.
2. Fabricate a grounding wire using:
 - a. (1 pc, approx 12") green number 8 gauge stranded wire (MIL-W-6878/5BNL5) (NSN 9N 6145-01-429-8500)
 - b. One lug, uninsulated, crimp, 8 AWG barrel, 3/8 hose (NSN 9G 5940-01-035-8776)
 - c. One Lug, uninsulated, crimp, 8 AWG barrel, 1/4 hole, (NSN 9G 5940-00-828-7199)
3. Install the grounding wire to the collar stud using one flat washer (NSN 9A 5310-01-385-7083) and one nut (NSN 9Z 5310-00-483-8790)
4. Connect the other end of the grounding wire to the garbage grinder motor housing using existing hardware. Note: Remove paint from area of contact between the ground wire lug and motor housing.

Medical / HAZMAT HMC(SS) Thomas

Heat Stress Monitor. COMNAVSAFECEN 041532Z Mar 11, Afloat Safety Advisory 2-11 - Heat Stress Meter Clarification, the model RSS-220 Heat Stress Meter is no longer manufactured, is no longer in the Navy supply system, and replacement parts are not available. If you have one or two of the RSS-220 meters in calibrated working condition, you can still use them for heat stress surveys. However, if they become unrepairable or will not pass calibration, you must purchase a replacement meter. The authorized replacement meter is the QUESTemp° 48N.

The QUESTemp°48N is a waterless wet bulb sensor (no more wetting or having to replace a wick) engineered for Department of Defense ashore and afloat operations. It requires calibration every three years (just as the previous RSS-220). Ordering information is located in FEDLOG and provided below:

AEL: 2-870003051 NSN: 6685-01-584-0785 Price: \$3595.62



New QUESTTemp°48N

Farewell
LCDR Ray

This is my final article at the NSC. My relief is LT John Oravitz. He is excited to be here and has a firm grasp on our safety initiatives. I am indebted to the submarine community for the support and hospitality that you graciously provided to me during my tour. Thank you! I have enjoyed my time here, but it is now time for me to transfer back to the fleet. As part of the submarine division of NSC, I have performed numerous safety surveys and submarine safety officer courses, which has been a great experience. Thank you for the opportunity to work with the finest organization in the Navy, our submarine community. Good luck, best wishes to all, and I will see you in the fleet!

Farewell
LT Seaward

With 31 January 2014 being my last day at the Naval Safety Center, I would like to thank the submarine community for the overwhelming support that I received during my tour. It has been a privilege to work with my fellow shipmates at the safety center and with every one of you in the fleet, I wish you best in all your future endeavors. Fair winds and following seas.

Farewell
ETC Dawson

This is my final article at the Naval Safety Center. 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, it has been a privilege to be a part of the numerous safety surveys and associated unit training. It has been a great experience to work with all of you and would like thank you for the opportunity to work with submarine community. Good luck and best wishes to all.

Naval Safety Center Submarine Division Scheduled 2nd QTR FY14 Travel Plans

San Diego: 31 Jan- 3 Feb 2014

Bangor: 21 Feb - 22 Feb

Kings Bay: 3 Mar - 7 Mar

The following commands are overdue and need to schedule their submarine safety surveys:

- USS LOUISIANA (SSBN 743) - Expired May 2012
- USS SPRINGFIELD (SSN 761) - Expired March 2013
- USS VIRGINIA (SSN 774) - Expired March 2013
- USS TENNESSEE (SSBN 734) - Expired October 2013
- USS PENNSYLVANIA (SSBN 735) - Due January 2014

Overdue commands that have scheduled their submarine safety surveys:

- USS HELENA (SSN 725) - Expired August 2013 (Scheduling message received from command)
- USS PASADENA (SSN 752) - Due January 2014 (Scheduling message received from command)

The safety surveys for the following commands will expire during the 2nd QTR FY14:

- USS ALBUQUERQUE (SSN 706) - Due March 2014 (Scheduling message received from command)
- USS WEST VIRGINIA (SSBN 736) - Due March 2014
- USS ASHEVILLE (SSN 758) - Due March 2014
- USS HENRY M. JACKSON (SSBN 730) - Due March 2014

The safety surveys for the following commands will expire during the 3rd QTR FY14:

- USS ALABAMA (SSBN 731) - Due April 2014
- USS MAINE (SSBN 741) - Due April 2014
- USS KENTUCKY (SSBN 737) - Due April 2014
- USS NEWPORT NEWS (SSN 750) - Due April 2014
- USS ALASKA (SSBN 732) - Due April 2014
- USS ALBANY (SSN 753) - Due May 2014
- USS SANTE FE (SSN 763) - Due May 2014
- USS SEAWOLF (SSN 21) - Due June 2014
- USS MONTPELIER (SSN 765) - Due June 2014
- USS HAWAII (SSN 776) - Due June 2014
- USS LAJOLLA (SSN 701) - Due June 2014
- USS OLYMPIA (SSN 717) - Due June 2014

Note: Safety survey scheduling requires a request message sent to the Naval Safety Center from the ship or ISIC. You can find additional survey information, request message template, and survey checklists at www.safetycenter.navy.mil. For additional questions, please call the submarine division at 757-444-3520 ext. 7838.

<u>Effective COMNAVSAFECEN Submarine Safety Advisories</u>		
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
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		
3-12	231505Z Aug 12	Reporting Afloat Mishaps
4-12	291342Z Aug 12	Replacement of HMUG with NSTM 670
2013		
4-13	295572 Aug 13	Heat Stress Meter Certification
2014		
1-14	141511Z Jan 14	Effective COMNAVSAFECEN Afloat Safety Advisories for Surface Ships and Submarines

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