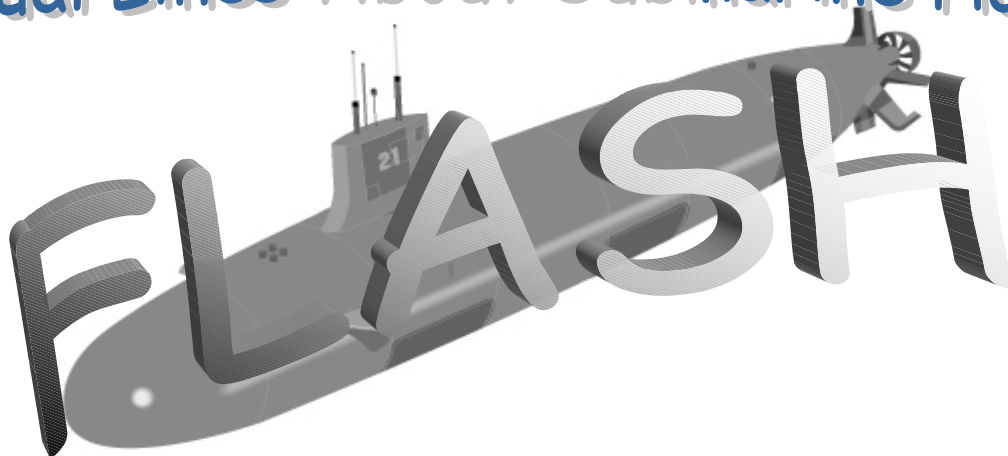


# Submarine Division of the Naval Safety Center Factual Lines About Submarine Hazards



APRIL-JUNE 2005

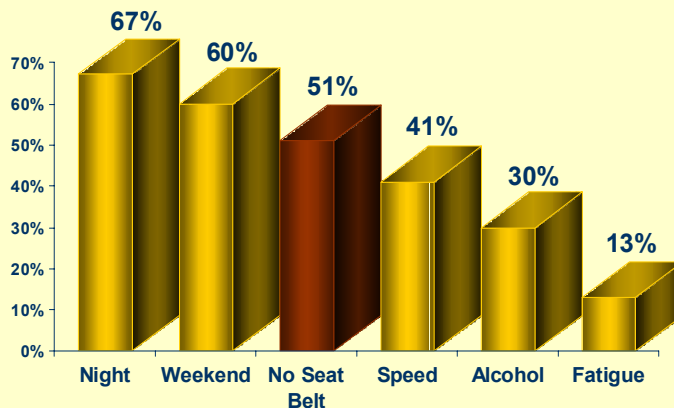
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## Factors In Traffic Deaths

USNUSMC, FY00-04

FY00: 114  
FY01: 90  
FY02: 140  
FY03: 119  
FY04: 119



**FY05 Deaths: 67 as of 30 JUN 05**

### Route for Safety's Sake

CO \_\_\_\_\_ XO \_\_\_\_\_ NAV \_\_\_\_\_ ENG \_\_\_\_\_ CSO \_\_\_\_\_ SUPPO \_\_\_\_\_ MDR \_\_\_\_\_

DCA \_\_\_\_\_ COB \_\_\_\_\_ EDMC \_\_\_\_\_ 3MC \_\_\_\_\_ CPO's \_\_\_\_\_ Ship's DCPO \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

When reading through these articles, remember this is not an all inclusive list and there are many other issues that should be addressed with regard to each section's attribute checklist. Each section owner is cautioned to review the Hazard Reviews for each section located at <http://safetycenter.navy.mil/afloat/downloads/default.htm> for further information or assistance in improving your safety and/or processes.

## Ride Safe, Ride Smart

*ETC (SS) Michael Mackey*



Hello Fellow Submariners!

I am ETC (SS) Mackey, newly transferred former interior communications electrician to the Naval Safety Center. I am glad to be here because I know what I do will make a difference. My career path has been the USS Los Angeles, Sea Cliff at Deep Submergence Unit, Advanced Seal Delivery Systems and USS Louisiana. I will be assessing various aspects of submarine safety while at the Safety Center including combat systems and deck material condition, electrical and mechanical safety programs and from time to time traffic safety.

This article addresses traffic safety, more specifically motorcycle safety. I know,

we are all sick of hearing about the statistics and the requirements for training and PPE. I promise you this article will be informative. An avid biker myself, I have ridden over 100,000 miles since 1998 and I currently own a Heritage Springer Softail Classic. Recently I conducted extensive research on motorcycle safety and I am writing a point paper recommending more training.

It is up to the subject matter experts, the riders to take the initiative and to lower the incidents we track here at the Safety Center. How you ask?

Ride smart. Ride safe. Ride alert!

Let's talk statistics. In the last 5 years, 98 Sailors have died in motorcycle accidents. Of those 98 Sailors, 74 were because of human error on the part of the rider. That means, **THE OPERATOR'S FAULT!** This is not acceptable! We are averaging nearly 20 Sailors a year dying and 75% of those are the rider's fault.

Of these preventable fatalities, 23% were speed related. How do we fix that?

### **SLOW DOWN!**

I know it's cool and it's fun to ride fast or to pop a wheelie or other equally radical tricks, but enough with the peer pressure and feeling of invincibility. **SLOW DOWN! YOU ARE DYING!**

Of these preventable fatalities, 21% were alcohol related. It is bad enough drinking and driving, but the natural resting state of a motorcycle is on its side. If you're drunk, you're going to end up on your side!!! **DON'T DRINK AND RIDE OR DRIVE PERIOD!**

Of the preventable fatalities, 4% are fatigue related, falling asleep while riding. According to the National Transportation Safety Board, 40,000 people are injured annually and 1,500 fatalities result from drivers of vehicles that fall asleep at the wheel of an automobile or at the controls of a motorcycle. Once again, the natural resting state of a motorcycle is on its side. **DON'T RIDE TIRED!**

We are fast approaching our average of 20 motorcycle-related deaths this year, with 18 as of the end of June 2005. We can complain about the current safety requirements. We can complain about all of the message traffic and the resultant motorcycle training. None of our complaining will matter when we continue to die. You can make a difference! Get the proper training. Don't drink! Don't speed! For God's sake, your family's sake and your sake, Stay alert! The life you save may be your own.

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## **Training Documented is Training Performed!**

*LT Vic Romano*

The Naval Safety Center has performed 29 submarine safety surveys in 2005. In the course of these surveys, my safety analysts and I take a hard look at how recurring NAVOSH training requirements are documented. NONE of the ships surveyed during this period have performed ALL required training. I believe the root cause of this non-compliance is that training officers are confused regarding what reference to use to develop their Long Range Training Plan

(LRTP). In most cases, the Submarine Readiness Manual (SRM) is used as the definitive source of topics required to be given periodically. Unfortunately, the SRM lists some requirements, but is by no means a complete source document for ALL required training.

A complete LRTP should incorporate the topics listed in many references, not solely those in the SRM. Many of the recurring training topics listed in

COMNAVSUBFOR instructions, OPNAV instructions, and the U.S. Navy Diving Manual are not listed in the SRM. To ensure your LRTP is complete, it is necessary to compare it to the Training Requirements Summary Draft matrix in Appendix A5-A of OPNAVINST 5100.19D, the SRM, and those listed in the submarine survey checklists promulgated by the Safety Center. A well-written, complete LRTP will ensure that all required training topics are given. This sets the ship up for success with regards to inspections, but more importantly, it ensures the crew has the basic knowledge required to safely perform work onboard their ships.

Ensure the following topics are included with those listed in the SRM and properly documented for completion:

**Combat Systems:**

1. Ammunition/Pyro locker flooding systems  
Ref: COMNAVSUBFORINST 8500.4 para 2-4.4.1

**Dive Locker:**

1. Emergency Response Drills  
Ref: OPNAVINST 3150.27B para 6.B.5 NAVEDTRA 43910-A
2. Operations & Planning, SCUBA, Physics & Physiology, Medicine and Decompression  
Ref: OPNAVINST 3150.27B para 6.B.5 USN Dive Manual Volume 1 & 2 NAVEDTRA 43910-A
3. Command's mission regarding Diving  
Ref: OPNAVINST 3150.27B para 6.B.5 NAVEDTRA 43910-A

**Medical Programs:**

1. Hearing Conservation program (Indoc with annual refresher)  
Ref: OPNAVINST 5100.19D para B0402e and B0408b

2. Atmosphere Control Program (Indoc with annual refresher)

Ref: S9510-AB-ATM-010 Sub  
Atmosphere Control Manual

3. Heat Stress surveyors regarding WBGT surveys

Ref: OPNAVINST 5100.19D para B0206b

4. Heat Stress prevention (Indoc)

Ref: OPNAVINST 5100.19D para B0206a

5. Engineers involved with potable water maintenance and procurement (semi-annual)

Ref: COMNAVSUBFORINST 6000.2A  
Art 6.2.1.F

**Safety Officer:**

1. Electrical safety and PPE use (annual)

Ref: OPNAVINST 5100.19D B0708  
and Appendix A5-A

2. Safety stand-down (annually and at CO's discretion)

Ref: OPNAVINST 5100.19D para  
A0503e

3. NAVOSH programs (Indoc with annual refresher)

Ref: OPNAVINST 5100.19D Appendix  
A5-A

4. Traffic Safety prior to holidays, extended weekends or liberty periods

Ref: OPNAVINST 5100.12G para 7e(2)

5. Hazmat spill response (by DCA for each watch team)

Ref: OPNAVINST 5100.19D para  
B0302a and Appendix A5-A

6. Material Safety Data Sheets (by Work Center Supervisors)

Ref: OPNAVINST 5100.19D B0302A

7. Environmental Awareness (annual)

Ref: OPNAVINST 5090.1B para  
19-2.2.7a

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# The Damage Control Phone is Ringing in Overdrive

*MMCS/SS Robert Morrow*

One thing about being the damage control safety analyst at the Naval Safety Center, is it increases my phone answering skills. Most of the changes and improvements that are useful come from the ship's damage control petty officer that calls with a specific question. Here are the most useful questions of the quarter:

**1) I have these sheet metal shears, but they are not listed on my AEL.** Here's what happened. The national stock number (NSN) for the shears was discontinued without replacement and removed from the AEL without a revision. A suitable substitute has been found and agreed on by NAVSEA, SUBLANT and SUBPAC. The latest printout of the tool roll AEL (2-880043004 REV 6-95) lists NSN 5100-00-273-0128. Please make sure that you get a copy of the AEL from supply to stow with the tool roll. There is no need to replace your current shears, but now you can replace them as needed.

**2) Have you heard anything about some Band-It tools failing?** As brought to my attention, there are some Band-It tools that have failed at one of the wet trainers. The trainer personnel and the manufacturer traced the problem to Band-It tools that were manufactured under "REV-B" in the last few years. All of the possible failure points were corrected with the "REV-C" tool that is now manufactured. Unfortunately, the only way to tell the difference in these tools is on the manufacturers' packaging where the "REV" is written under the part number. If you receive new Band-It tools, please use only

those with a "REV-C". NAVSEA will follow with more direction on the disposition of current in use Band-It tools.

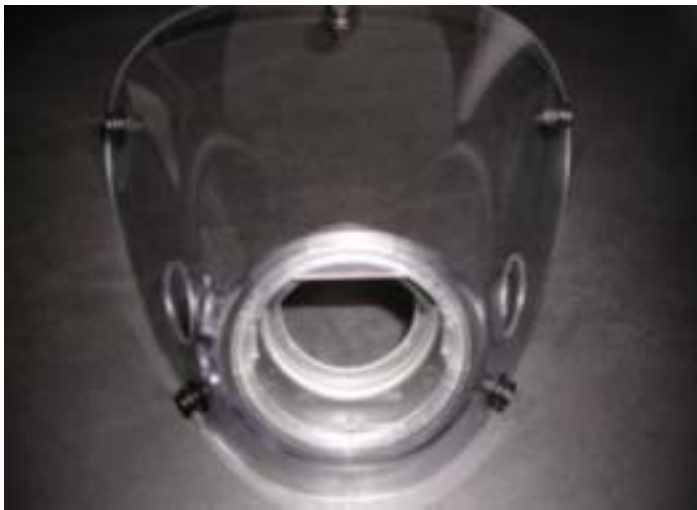
**3) The Talisman NFTI is broken.** **How do I get it fixed?** Currently there are only two authorized repair facilities for this product. They are SIMA San Diego and SIMA Norfolk. Therefore, if you need a repair for your Talisman you need to coordinate with your ISIC and have yours mailed off to an authorized repair facility.



**OLD FACE PIECE SOLID PIECE**

**4) SCBA Masks:** As a friendly reminder, July 2005 was the requested completion date per NAVSURFWARCEN Panama City, FI 211522ZJUL04 (NOTAL) to have retrofit facemasks on order. If you have no idea what I am talking about, I'll explain. The facemask for the SCBA was cracking around the regulator threads. Consequently, the manufacturer upgraded their facemasks and has been installing these new masks when

the SCBAs are installed. Most submarines should have the updated mask.



**NEW FACE PIECE WITH CUT OUTS**

You can see the difference at the area where the regulator attaches. Visit the damage control web site at [www.dcfp.navy.mil](http://www.dcfp.navy.mil) for higher quality pictures, descriptions, and a copy of the message. Click on the link

"Equipment & Systems" on the left side and then click on "SCBA" and use the "Index" to find Tip 24 and 25. This is a great site to look at if you have computer access.

**5) Chem lights:** Last year revisited...From the (Apr-Jun 04 FLASH)

*"Remember the listed expiration date applies only if the packaging is not torn to the point the stick is exposed."*

If the chem light is exposed to outside light, it can break down and become unusable when needed. The intent of this statement is that if you have a torn wrapper on a chem light that exposes the chemical to fluorescent lighting, you need to replace the chem light regardless of the expiration date. If you need any of the above information and do not have Internet capabilities in the machinery room, find the phone mentioned in the above article and I will send you the info you need.

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## **Industrial Hygiene Surveys and NAVOSH Programs**

*HMCS (SS/FMF) Tim Juneau*

Commanding officers are required to identify potential hazards, assess risks presented by hazards, and provide controls to prevent exposure to personnel as part of their operational risk management responsibilities. An outstanding tool in this effect is the industrial hygiene survey. This survey identifies hazards, characterizes risks for each hazard, and provides controls to prevent adverse health effects with medical surveillance recommendations.

Over the past nine months, a few submarines did not have a copy of their baseline industrial hygiene survey on board. Paragraph

A0304b of OPNAVINST 5100.19D requires ships and submarines to schedule a baseline industrial hygiene survey. Surveys may be scheduled through the local Navy Environmental and Preventive Medicine Unit (NEPMU) or local medical treatment facility (MTF). The survey consists of a detailed hazard evaluation of all operations, workplace exposures and a summary of controls, which, at a minimum, will include a list of areas/processes that require respiratory, hearing, sight, or other form of personal protective equipment and medical surveillances required. Updates of the baseline industrial

hygiene survey is warranted when systems, equipment, or load out changes significantly affect the onboard hazards and/or risks. This does not mean you have to do a complete survey, but an abbreviated survey to address all changes or specific concerns.

The Navy Occupational Safety and Health (NAVOSH) program is divided into two sections, **occupational safety** and **occupational health**. **Occupational safety** addresses the identification and elimination, or control, of hazards in the workplace. This is the job of the ship's safety officer. **Occupational health** focuses on the medical surveillance of personnel potentially exposed to hazards identified during workplace inspections and surveys conducted in accordance

with OPNAVINST 5100.19D. The medical department representative manages the health aspects of the NAVOSH program. The medical surveillance program will be implemented in accordance with the NAVOSH Program Manual for Forces Afloat based on the results of an industrial hygiene survey in accordance with section 6.7.1 of COMNAVSUBFORINST 6000.2A. Some common surveillance programs on submarines are hearing, sight, asbestos/MMVF, respiratory, and freon. A medical surveillance examination guide is contained in the Naval Environmental Health Center Technical Manual, NEHC-TM91-5, Medical Surveillance Procedures Manual and Medical Matrix.

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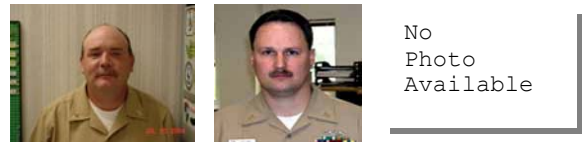
## Hail and Farewell

### Hail



EMCS (SS) Brunberg    FTCS (SS) Lauber    ETC (SS) Mackey

### Farewell



ETCS (SS) Monsam    MMC (SS) Shull    FTCS (SS) Clements

The submarine division welcomes three new members to the survey team. EMCS (SS) Brunberg and FTCS (SS) Lauber both coming from the USS Florida (SSGN 728) undergoing conversion at Norfolk Naval Shipyard, and ETC (SS) Mackey from the USS Louisiana (SSBN 743) gold crew. We say goodbye to FTCS (SS) Clements who retires after twenty-eight and a half years of faithful service. We shall miss his

expertise and leadership here at the Naval Safety Center. ETCS (SS) Monsam who leaves us to go aboard the mighty war ship USS Mineapolis St. Paul (SSN 708). MMC (SS) Shull whom also has transferred to the Fleet Reserve after retiring from a successful twenty-two year tour. We wish you all "Fairwinds and Following Seas" as you venture into new assignments and careers.

# Effective COMNAVSAFECEN Submarine Safety Advisories

17-00      201959Z DEC 00      Contract Liberty Boat (Water Taxi) Safety

1-05      251930Z JAN 05      Effective COMNAVSAFECEN Afloat Safety Advisories for Surface Ships and Submarines

To download you must be on a .mil domain terminal. Go to our secure web site by selecting the [Secure site](#) link. Once you are on the secure site select the [Afloat Messages](#) link and then select the [Submarine Effective Advisories](#) link.

## 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. This data is provided to assist you in YOUR mishap prevention program and gives advance notice of other safety-related information.

*This newsletter is NOT authoritative but will cite references when available.*

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