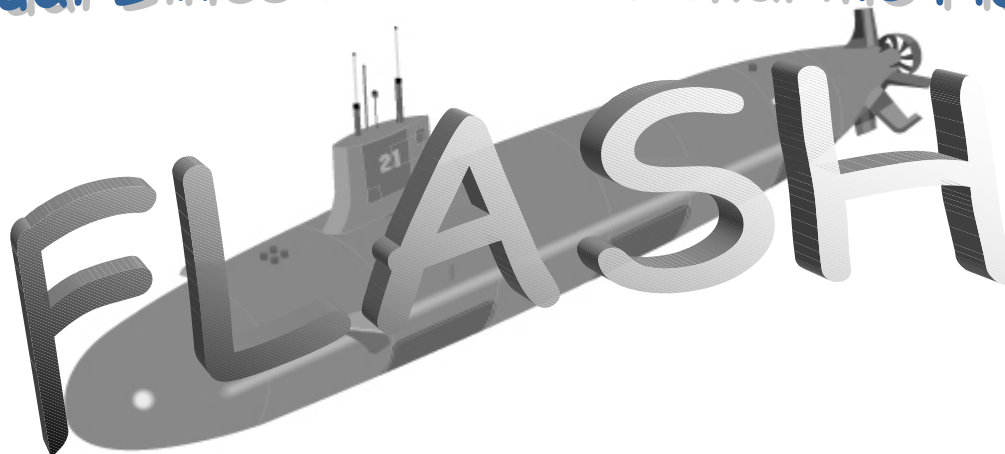


Submarine Division of the Naval Safety Center Factual Lines About Submarine Hazards



JULY-SEPTEMBER 2005

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FY05: 50 Navy-Wide Traffic Deaths

USNUSMC, FY00-04

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



FY05 Deaths(USNUSMC): 99 as of 15 SEP 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.

When Does it Become a Tragedy??

MMCS (SS) Morrow

On May 27, 1968, 99 Sailors were lost on board USS Scorpion. This was seen as a national tragedy and there was considerable time and effort expended to find out what happened and why. Ninety-nine of our fellow dolphin wearers were lost forever in a preventable mishap. As of Aug 26, 2005, the Department of the Navy has lost 99 active duty personnel to motor vehicle crashes this fiscal year. One more and we will have surpassed the total deaths we suffered in USS Scorpion.

Here are some statistics you may or may not be aware of concerning fatalities...



- 1) 6 of 99 occurred in government motor vehicles.
- 2) 27 of 99 involved a motorcycle.
- 3) 35 of 99 were single-vehicle crashes.

- 4) 79 of 99 lost were E-5 and junior.

The two that really jump out are the fact that over one-third of all fatalities were single-vehicle incidents. Was there fatigue, excessive speed, cell phones, DVDs, mechanical failure taking away from the task at hand? Maybe there was a combination of them all?

Another thing that we know for sure is that 80% of the fatalities were E-5 and junior. You could infer a lot here. What it comes down to is the decisions people make when not being directly supervised. We can have training from now until 2057 and fill out a page 13 entry every Friday prior to weekend liberty, and all it takes is one poor decision to go too fast in the rain and a tragedy still occurs. Every one of those 99 fatalities meant a phone call to a family member to inform them they would never see someone alive again.

Think about the steps your command would take if you lost someone in your division in a traffic accident. **WHY CAN'T YOU TAKE THOSE STEPS NOW????** Let's try to learn from the over **750** friends, family and shipmates lost since 1999 before you have to be the one to make that phone call.

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Recreation and You

ETC (SS) Mackey

Getting Sailors and Marines safely to and from work and to and from liberty is a primary emphasis of command traffic safety programs, but let's not forget about recreational safety. Recently Navy News filmed me for a safety brief on how to reduce injuries during recreational activities to highlight recurring sports-related injuries. Let me share some tips with you.

First, check with your doctor before starting any training program. This will help you set limits. Don't be afraid to ask an MWR representative for assistance. They are trained professionals who can show you techniques to reduce or avoid injuries.

When lifting weights always use collar devices. Use spotters when necessary and lift light if no one is available for support. Do not attempt to lift outside of your capabilities. Know Your Limitations! Keep hydrated, that means drink lots of water. That goes for you basketball players as well!

Basketball is a great way to stay in shape if played responsibly. Pay attention. Plant your feet before you take off. Wear the proper shoes and include elbow pads, kneepads and ankle supports as needed.

Recreational safety encompasses more than sports or exercise, it also includes barbecues, gardening, house maintenance and lawn care. How many times have you heard wear the proper foot protection or eye protection? It's beating a dead horse, but we still receive WESS reports about Sailors cutting off their toes while mowing the grass or getting something in their eyes while cutting wood for a new deck.

And this just in... "A 38-foot speedboat collided with a 32-foot cabin cruiser cutting it in half killing a man, his wife, and dog. The man in the speedboat was speeding and drunk." Unfortunately, this is not a big surprise. When does it end? How many of us drink and then

drive our jet skis or ATV's? Mishap victims go to the beach, get drunk and go swimming. Pushing the limits of good sense is killing our Sailors. Here's a quick summary of how our Sailors have become fatalities this FY:

- LT dies in a private Cessna aircraft crash.
- E-4 found dead in barracks room. Possible huffing (inhalant) incident.
- FN drowned in apartment complex pool.
- GM1 lost control of vehicle, was thrown out, and the vehicle rolled over on him.
- FN was hit by a light rail trolley while walking along the trolley tracks.
- CDR died in an ATV mishap.
- GM1 drowned while boating/swimming.
- AN died in accidental drowning.
- MIDN 2/C fell from fourth story window resulting in fatal injuries.
- AR found in room not breathing and unresponsive.
- AN dies from accidental overdose of a prescription drug.
- HT2 died while sport parachuting.
- ENS died while parasailing.
- MM1 drowned.
- IT1 died from accidental gunshot wound.
- AME2 died in a recreational motorcycle mishap.
- SN found dead in BEQ, determined huffing was cause of death.
- E-5 discovered deceased near a parking garage.

None of these people got up in the morning and thought, "I'm going to kill myself today." They all were trying to live their lives to the fullest. Some lives would have been saved had some thought of safety and risk management been employed. Everyday life is dangerous. I want our Sailors to think before they act. Risk is present in every activity. Live life to its fullest, but do it safely so you can read the next edition of FLASH. For more information you can access our website at

<http://www.safetycenter.navy.mil>. There are statistics, quizzes and a plethora of useful information for you there.

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Life Vests in a Nut Shell

FTC (SS) Lauber

During recent safety surveys there have been numerous deficiencies noted with the material condition of life preservers. To try to remove some of the confusion, I am listing all the current life preservers authorized for use onboard submarines as well as including the top five hits found during the past year of safety surveys. The goal is to get everyone on the same page so that the correct life saving equipment is ordered and maintained properly. Unapproved or poorly maintained equipment can result in mishaps and more valuable lessons learned to share with the fleet after the fact. Take the time to verify that you have the correct equipment onboard and that it is properly maintained. This could save your shipmate's life as well as your own.

Authorized for submarine use per **AEL 2-330013101**:

1) **Sterns MK1 Auto-inflatable**

I446GRN - 04 -NAV Life Preserver,
Complete, Green, Large 9Z 4220-01-487-3625

2) **KAPOK**

MIL-L-18045-TY1 Life Preserver, Vest
(No longer available in stock system)
I600-ORG-NAV Life Preserver, Vest
(Complete) 9Z 4220-01-485-1138

3) **Sterns MK5 Auto-inflatable**

(No longer available in stock system)

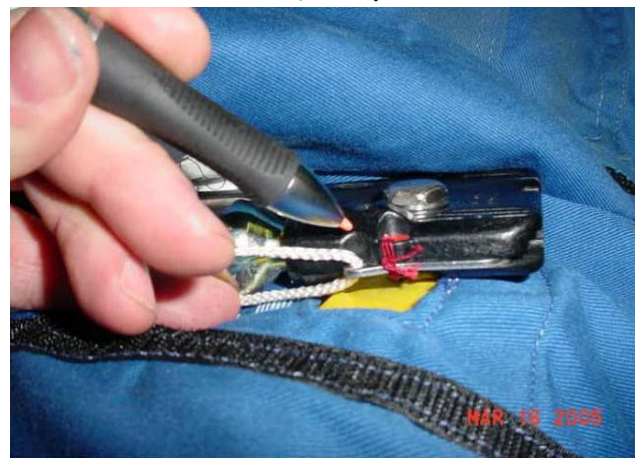
Recurring deficiencies include:

1) **Inherently Buoyant Life Preservers**

Improperly Stenciled: In accordance with section 2.2.2.1.2 of NSTM 077 Personal Protective Equipment all life preservers will be stenciled with the ship's name and hull number in 2" high

black block letters.

- 2) **MRC 5832/014 Q-1 NOT Being Performed on all Sterns MK1 Life Jackets:** Lack of documentation for completed PMS and shelf life of batteries and chemical pill actuated type auto inflators. It is recommended that all submarines keep a checklist with expiration dates.
- 3) **Attached Operable One Cell Flashlight or Chemical Personnel Marker Lights are Expired:** The shelf life of chem-lights and/or batteries in personal distress light has expired. Make a log with expiration dates to ensure batteries are replaced on a regular bases.
- 4) **MRC 5832/014 R-2 not being conducted on new MK1 Life Preservers:**



When new life preservers are received and placed in service, R-2 is required to be accomplished. This involves replacing the burgundy shipping string with copper shear wire (NOT LOCK WIRE), verifying the correct CO2 cartridge is installed properly, and applying anti-sabotage compound to the

inflator locking nut. The PMS card has excellent diagrams to highlight these steps.

5) Reflective tape is worn or missing:

Section 2.2.2 of NSTM 077 explains the location and how to repair the reflective tape.

In summary, the majority of the problems discovered during surveys are PMS related. Ensure your life saving equipment is ready for issue by correctly completing and documenting all PMS. Equipment is authorized for a reason. PMS is accomplished for a reason. These items are called life saving equipment for a reason. Let's ensure they are ordered, received and maintained ready for use in the case of an unforeseen emergency.

Here are some messages for more info:
COMNAVSEASYSKOM 191223Z APR 05
(NOTAL) LIFE PRESERVER UPDATE
COMNAVSEASYSKOM 261323Z FEB 02
(NOTAL) LIFE PRESERVER INFLATION
ASSEMBLY SHEAR WIRE
NAVICP 072331Z FEB 02 (NOTAL) REQUEST
FOR SCREENING
COMSUBPAC 220914Z OCT 01 (NOTAL)
COMMERCIAL MK1 LIFE PRESERVERS. (Not
disseminated to LANT subs).

Feel free to contact me if you have any questions regarding this article or any other deck or combat systems safety issues.

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Promises, Promises...

MMCS (SS) Morrow

We have all heard for quite some time that the replacement for the MSA air-fed oven suit is right around the corner. Well, we just made it to the intersection. The steam protective ensemble (SPE), which is to be used in conjunction with the FFE and SCBA, is approved. A&I4362D (applicable to boats with the SCBA install) is at the TYCOM for scheduling and implementation. The first boat has begun work on this improvement. If you have questions about scheduling this A&I you can contact Mr. Bob Rayburn at (757) 836-1282. All of the training centers should have the SPE by now. SPEs are also on display at the damage control petty officer schools, which as we all know is required for the ship's DCPO by the Submarine Readiness Manual.

While we are on the topic of hot gases, hopefully all of you read NAVSURFWARCEN SSES Philadelphia (PASEP by COMSUBLANT 081734Z JUL 05) that requires training steam suits to receive PMS. For those of you that haven't seen this message here is the summary. A Sailor was injured during a drill due to heat-related issues. This occurred because some of

the air hoses installed in the suit he was wearing were crimped, a common discrepancy noted during safety surveys. Some hoses were missing.

As a result, we have decided to inspect the training suits during surveys with the same periodicity as the casualty suits. The abrasions, tears or other surface imperfections are still allowed with a properly marked training suit; however, the air distribution system must meet the same standards as the casualty suit. Take a minute to check out those training suits.

Another disturbing trend discovered during surveys is the number of boats having AFFF extinguishers that weigh outside the required weight band as indicated in MIP 6641/009-45 MRC A-22R. Periodic PMS to check the weight is not required because after the tamper seal goes on the weight should never change. However, the last shipmate that filled your extinguisher X-number of years ago may not have used the proper scale. Add this to the fact that some boats still do not have the correct scale on board, prevents the ability to conduct corrective maintenance if the seal is found broken! IAW MIP 6641/009-45 MRC A-

22R the proper scale is a dial scale that measures in 1-ounce increments due to the fact that the required weight band is only **11 ounces** from minimum to maximum. It's hard to measure

with the TDU scale. Take the extra 15 seconds per extinguisher to make sure the weight listed on your PMS card attached to the AFFF is reality and not fantasy.

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Submarine Respiratory Protection

HMCS (SS/FMF) Juneau

Do you know who your respiratory protection manager (RPM) is? Does the RPM know he is the RPM? Has the RPM attended the school (CIN A-4J-0082) available through the Naval Occupational Safety and Health and Environmental Training Center (NAVOSHENVTRACEN)? The ship's industrial hygiene survey report will determine if a shipboard respiratory protection program is necessary. OPNAVINST 5100.19D (NAVOSH Program Manual for Forces Afloat) paragraph B0615 delineates the requirements and responsibilities of the submarine respiratory protection program. The RPM will ensure that "up-to-date" command guidance exists on

respiratory protection, and develop and maintain a roster of personnel in the respiratory protection program. Ensure respirator users and supervisors are trained on respiratory protection requirements annually. Training aids and links can be found in OPNAVINST 5100.19D appendix A-5-D. Record keeping for respirator fit testing shall include type of respirator, brand name and model, method of test, test results, date and name of the tester and of the individual tested. The supporting Intermediate Maintenance Activity (IMA) should perform appropriate fit testing. The ship's Safety Officer and MDR can help in identifying work in port that requires respiratory protection.

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Electrical Distribution System Safety

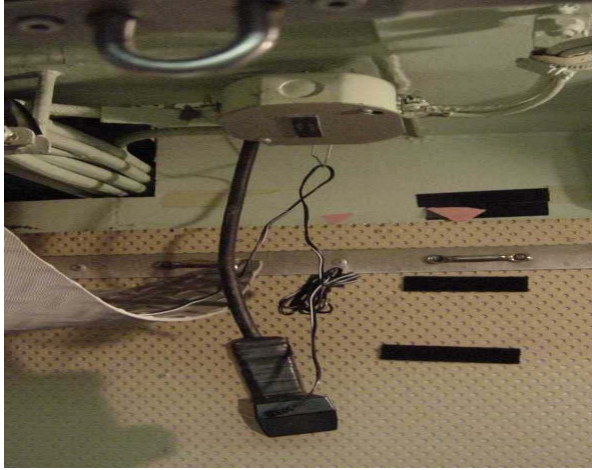
Do you have a hidden killer onboard?

EMCS (SS) Brunberg

During safety surveys we continue to find potentially hazardous problems with ship electrical distribution systems. Dangerous and unauthorized "Sailor alts" like the one shown are commonly found in berthing where ingenious shipmates go to great lengths to provide power for their increasingly complex rack entertainment systems. Obviously any modification or damage to an existing shipboard power system increases the potential for electrical shock, circuit overload or malfunction and electrical fires. Section 2.1.4 of NSTM 300 states that individuals have a responsibility, not only to themselves, but also to their shipmates, to always be alert to detect and report unsafe

work practices and unsafe conditions. Each individual must:

- a. Observe all posted operating instructions and safety precautions.
- b. Report any condition, equipment, or material that is believed to be unsafe.
- c. Caution others to observe safety precautions.
- d. Report to the supervisor any injury obtained in the course of their work.
- e. Exercise caution in the event of an emergency, where deranged equipment or abnormal operating conditions could produce additional, unseen hazards.



In addition to unauthorized alterations we are finding damage to installed systems such as broken grounding straps and amphenols,

cabling pulled out of stuffing tubes/penetrations and missing electrical equipment cover fasteners. Personnel climbing into outboards and hard to reach places often cause this type of damage. So be careful when working in outboards not to damage electrical distribution system components. Any of the above problems present a hazard; and if found, electrical division should be notified for prompt corrective action. I encourage all hands, in particular supervisors and zone inspectors, to keep a sharp eye out for electrical hazards throughout the ship and catch and correct these problems before a fire breaks out or someone gets hurt.

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Editor's Thoughts

ETC (SS) White

FY05 is rapidly coming to a close and we don't seem to be any closer to obtaining the Secretary of Defense Donald Rumsfeld's mandate of reducing mishaps by 50%. Why? What is so difficult about conducting business in a safe manner on a daily basis? Is our OPTEMPO so high that we can't take a moment to ensure our under instruction watches are actually under INSTRUCTION or to go out on the weekend and hand our keys to a friend, bartender, etc. and take a cab home? Is our leadership failing to impress upon subordinates the consequences and impact that losing a shipmate or destroying a multi-billion dollar piece of equipment has on surrounding commands and the Navy as a whole?

We need to strive to stay safe and alive. If you see a shipmate doing something unsafe don't turn a blind eye, have the moral courage to correct them on the spot. Think of it as saving a Sailor's life and possibly the lives of other Sailors. When IMA comes to work on your boat remember just that, "Its your boat," not theirs. They are coming to do a job and then leave it for you to operate and maintain. If outside activities are not held to the same standards required of ship's force, who pays the price? Take your job and your life seriously. Make sure you are taking every precaution practical and using ORM in your everyday activities. Let's make FY06 successful with "zero" mishaps.

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 and have a PKI certificate. 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 [advisories](#) you need.

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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