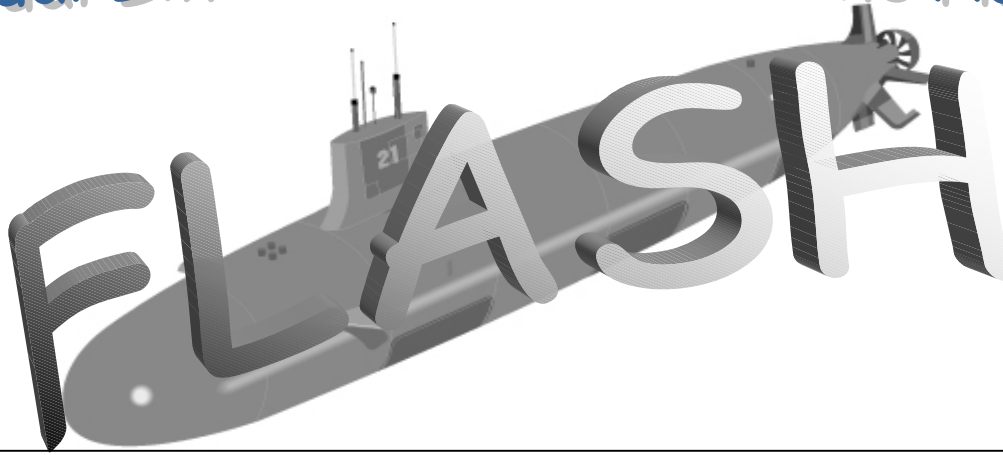


Submarine Division of the Naval Safety Center Factual Lines About Submarine Hazards



October 2005- February 2006

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FY06 Ceiling: Max. 29 PMV Deaths

USN/USMC, FY00-05

FY00-05 Deaths: 687

FY00: 114
FY01: 90
FY02: 140
FY03: 119
FY04: 119
FY05: 105



Young driver was talking on cell phone as a fire truck was going through an intersection. He got t-boned and crashed into grocery store. Driver was killed, 5 firefighters and 3 people in the store were injured.

FY06 Deaths(USN-40/USMC-25): 65 as of 15 FEB 06

Route for Safety's Sake

CO _____ XO _____ NAV _____ ENG _____ CSO _____ SUPPO _____ MDR _____

DCA _____ COB _____ EDMC _____ 3MC _____ CPOs _____ 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.

Traffic Safety

ETC (SS) Mackey

Hello fellow submariners! Fiscal year 2006 is here, and it has arrived with a "bang," or should I say, "CRASH!" PMV (private motor vehicle) mishaps are up significantly this year. Traffic safety is a major concern, starting with, but not limited to, motorcycles. We have updated our statistics and graphs to include motorcycle crashes.

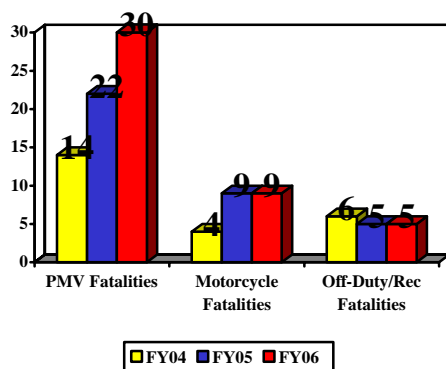
There have been 12 motorcycle crashes in the Navy, as of February 15th, of fiscal year 2006 resulting in nine fatalities, with five being the ceiling set for the entire year. Eleven of the 12 persons involved in the accidents were junior enlisted, or junior officers. Nine were riding "sport bikes" one was a V-Rod, which is one of Harley Davidson's versions of a "sport bike," one 883 Sportster, which is an entry-level bike for beginning riders: one Ultra Classic, which is a cruiser. See a pattern? For those of you not familiar with motorcycles, let me explain. Safety studies for helmet laws and motorcycle

bigger, more expensive, sport bike. Slightly older and more experienced riders often purchase it. An 883 Sportster is affordable and usually purchased by a wide range of beginning riders. An Ultra Classic is a touring bike. It is a very expensive, heavy bike, made for the long haul and usually purchased by older, more experienced riders.

Looking at this snapshot data, the determination could be made that junior, young, inexperienced riders account for almost 90 percent of all motorcycle accidents. One can see that sport bikes account for almost 90 percent of motorcycle accidents. No matter how the data are interpreted, our young riders are not getting the message that Navy leaders have been delivering during GMT and mentoring sessions. It seems that the younger and less experienced riders are feeling invincible! A wheelie here, and a front brake stop and hop there does not make one a pro.

I've heard it time and time again, "We're sick of motorcycle safety training." However, I know from personal experience, the message is not reaching all riders. Crotch Rockets, Rice Burners, Racing Bikes, I don't care what you call them; the people that ride them are dying. OBEY THE LAW!!! Stop speeding, stop popping wheelies, stop showing off, and listen to your much wiser and older chiefs and senior personnel.

Motorcycles are not in this alone. PMV accidents have skyrocketed at an unprecedented level. There have been 34 fatalities this fiscal year already, with 29 being our ceiling based on the SECDEF 75% mishap reduction challenge (motorcycle fatalities included). Traditional



deaths or injuries never separate the types of motorcycles. For instance, sport bikes are light and fast. They are usually purchased and ridden by junior, young, inexperienced riders. They are designed for speed and to corner quickly, a recipe for death on our highways. A V-Rod is a

factors, such as drunk driving and fatigue, continue to contribute to fatalities. Another contributing factor to these fatal statistics is the use of cell phones. 2CFR634.25/dated 01JUL2005, prohibits use of non-hands free cell phones while operating any motor vehicle (private or government) onboard DOD installations.

CNRMAINST 2060.1 dated 20APR2005 prohibits the use of cell phones at any time on or

off installation while operating a government vehicle without a hands free device. In the midlant region, a violation will cost you \$50.

Put down the cell phone and drive! We have already exceeded our maximum ceiling for Class "A" mishaps this fiscal year despite the SECDEF 75% reduction challenge. Not a good way to start a new fiscal year.

DANGER in the N1 Panel!

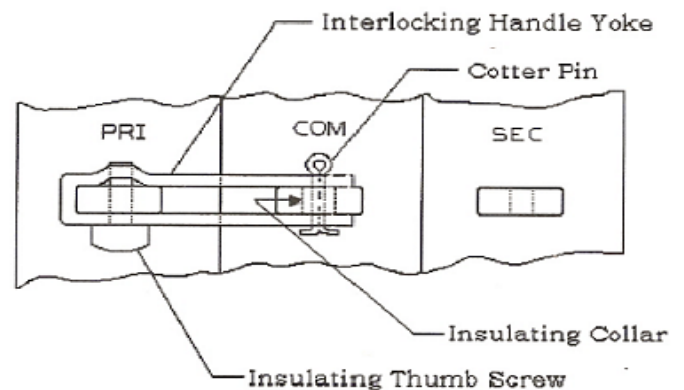
EMCS (SS) Brunberg

I hate to beat a dead horse, but a dead horse sure beats a dead shipmate. Recently on a boat of our fleet, two shipmates received an electrical shock from the navigation lighting panel (N-1). First the operator was shocked. After the panel was checked out thoroughly and deemed safe by the electrical division, another shipmate inspecting the panel and also was shocked.

N-1 panels on every class of submarine have a potential shock hazard as exhibited by this recent mishap and the many problems I discover during safety surveys. Everyone must learn how to identify the hazards of the N-1 panel and the correct way to fix them. I urge you to read the following carefully and take a close look at your N-1 panel. You may find a deadly hazard.

How do we have a system onboard our ships that, by design, shocks people? The problem: Certain Westinghouse circuit breakers commonly used in N-1 panels have a metal stiffener that runs through the center of the plastic handle. This metal stiffener is connected to the electrical circuit and is energized. Normally the plastic handle insulates and protects you from the energized stiffener.

When the interlock bars are attached to the circuit breakers, holes are drilled through the circuit breaker handles. Inside these holes, the energized metal stiffener is exposed. The



metal interlock bars are then connected to the circuit breaker handles with a metal cotter pin and a thumbscrew thus enabling the exposed interlock bars to become energized.

To correct this problem, mandatory retroactive safety modifications (A&I N-3171 for SSNs, TZ-0856 for SSBNs) were issued. Though not applicable to all classes of submarines, I have found problems with N-1 panels on all classes of submarines. The A&I was reported complete on all applicable submarines. In many cases, the A&I was not installed correctly or the required safety hardware has been lost since completion and the panels are not safe. On safety surveys I have found panels with the warning plate installed but all interlock and safety hardware missing. This is a shock and fire hazard. Shutting all three breakers of a circuit would parallel out-of-phase electrical sources, probably catastrophically.

To correct the problems the A&I/TZ requires replacement of the Westinghouse

circuit breakers (part number ETN-1071) with SPD breakers (part number M24175-5-011), installation of plastic insulating bushings (NSN 9G 5970-01-094-1582) around the metal cotter pins installation of plastic thumbscrews (NSN 9G 5970-01-094-3317), and a WARNING plate (see below).



The plastic thumbscrews frequently are lost, so I recommend you order plenty extra and tape a bag of spare thumbscrews to the inside of the door. All potential operators, inspectors, and maintainers need to be thoroughly trained in the correct configuration and operation of the N-1 panel.

If you have any further questions, please contact me. I have all of the documentation on this problem, and will gladly send it to you.

Deck, Safety Harness & Lanyards

FTCS (SS) Lauber

To clear up any confusion and snuff out all the rumors, safety harnesses and lanyards have not changed. Yes, there are new products on the market, but the old orange parachute, 'H' style harness (MIL-H-24460) is still the only one authorized. As for the safety lanyards, the rope style with a break away is still the only one authorized. The new lanyards with nylon straps or the bungee style have not been approved for shipboard use. Good news is on the way!

New harnesses and lanyards have been tested on board the USS Dolphin and USS Newport News, along with two surface ships, with great reviews. The surface community should be getting authorization for use sometime this year. However, submarines will have to wait a little longer. The fall protection work group feels more testing is needed onboard T-hulls, USS Seawolf and USS Virginia class subs.



Authorized



Unauthorized



Authorized



Unauthorized

Another point of discussion is the bridge. The question was raised about wearing harnesses and lanyards in the bridge. According to the SSORM, OPNAVINST 5500.19D and NSTM 077, the bridge and flying bridge are separate entities of the sail when working in them. Anyone out side the bridge or flying bridge requires full

Fall-protection equipment. Inside the bridge, it is the CO's discretion during normal underway periods. Full fall protection is required during foul weather while underway. Commands need to review these requirements in the SSORM, OPNAVINST 5500.19D, and NSTM 077.

It Gets Better After INSURV

MMCS (SS) Morrow

Someone, somewhere has uttered this phrase. Possibly, it came to pass on board his submarine. However, INSURV is without a doubt the most comprehensive look a ship will get with respect to numerous programs including damage control. Regardless of your upcoming look, visit, assist, inspection, deployment, underway, or normal work day, there are things you can accomplish as the ship's DCPO to make your life easier in the long run.

Always know the latest information or tasking. Here are some DTGs for messages that can help.

COMNAVSEASYSKOM 011748Z JUL 04 (NOTAL)

All Ultra Elite EABs with only two adjustable straps are no longer authorized for use on board submarines.

Hopefully you now have some back-up for when the ALCPO says "That sounds great, but where is your reference?"

The following are common INSURV hits found during the last year. It might not be a bad idea to check and see if these problems exist at your command.

COMSUBLANT 251504Z MAY 05 (NOTAL)

Gives direction to SSNs for inspecting SCBA masks and obtaining free replacements for non-modified masks from the manufacturer.

Fire Hose Hydro Creep Marks

INSURV inspections and safety surveys continue to find fire hoses where the periodic hydrostatic test was deemed incomplete. This was due to them not having creep marks next to each coupling on the hose. MRC 36M-1 paragraph 1.d. states "Place reference mark completely around and directly next to both couplings on fire hose(s) with a felt tip marker." This reference mark is used to check the hose for creep (where the hose pulls out from the coupling). If you send your hoses off the boat to have the hydro performed, make sure the testing activity is aware of this requirement. Also, if they do not have the resources to conduct this check then ensure the mark is in place prior to delivery for hydro and is checked prior to placing hoses back in service.

LiOH Curtain Package Damage

INSURV inspections continue to find LiOH curtain packages that are torn. In 2005, six of 11 material inspections had at least one package that was torn. COMSUBLANT 191244Z APR 05 (NOTAL) gives guidance on how to repair torn packages. It also mentions a protective sleeve that can be obtained and used to protect the curtains from damage.

Always remember the Damage Control Checklist from the Naval Safety Center is the best guide around for conducting a self-assessment prior to an outside activity showing up. Downloads are free from <http://www.safetycenter.navy.mil>. If you have had a recent survey, it is on the Damage Control Hazard Review CD we gave to you during our visit.

Prescription Safety Glasses

HMCS (SS/FMF) Juneau

Procuring safety prescription glasses has been an issue for most commands. Some believe that everyone who wears or has prescription glasses is required to have safety prescription glasses. OPNAVINST 5100.19D, B0502, states prescription safety glasses with side shields that meet requirements of ANSI Z-87.1 are required for those who work in an eye hazardous area." The ships industrial hygiene survey will delineate your eye hazardous areas and those personnel who work in those areas.

Presently there are no ANSI approved frames in the supply system. Naval Ophthalmic

Support and Training Activity (NOSTRA) can procure to accommodate prescription safety eyewear. Currently NOSTRA is working with safety companies to get ANSI approved frames into the supply system and establish a GSA contract. For now, to get prescription safety eyewear at a reasonable cost to the command, contact Mr. Roger Hill of NOSTRA at 757-887-7600, DSN 953 to facilitate an order. Mr. Hill will help commands set up an account, and complete the necessary paperwork needed for procurement.

Farewell to LT Vic Romano

LCDR Chandler

Fair winds and following seas to LT Vic Romano. The Submarine Division of Naval Safety Center bids you a fond farewell. While onboard, LT Romano performed numerous safety surveys and associated unit training. This resulted in a significant increase in safety posture as well as safety awareness in the submarine community. LT Romano transferred to COMSUBPAC in January. Good luck and best wishes. Thanks for a great job and a super turnover! May the god of big stick golf bring you many birdies.

I am LCDR Douglas Chandler. I am a 6230 LCDR, LDO with 27 years of active service reporting after a disassociated sea tour onboard a large deck amphibious assault ship, USS Kearsarge, as MPA. I look forward to working with all submarine crews during my tour. Our main focus is on reducing ALL mishaps.

As I look at the statistics it is painfully obvious that our number one killer is PMV (private motor vehicle) mishaps. Simply stated, we are losing too many Sailors and Marines to needless motor vehicle accidents. One is too many; but, as I look at the numbers across the board, they are staggering as well as frightening.

In addition to training and awareness of hazards, I believe intrusive leadership is a key preventive element. LPOs, LCPOs, as well as

division officers and department heads should know their people and be able to identify the "At Risk Sailor". When that special liberty or leave chit comes to you give it an extra hard look. Ask the hard questions: What are your travel plans? Has your vehicle been recently maintained/inspected? What is your plan for rest on a trip greater than eight hours in duration? When do you plan to depart and return? It is certainly not a good idea to let our people drive eight hours after a full workday. It is poor decision making for our Sailors to leave on a Sunday afternoon to drive 1,000 miles planning to be at work, ready to go, at 0700 on Monday. We need to make our Sailors fully aware of all the hazards associated with motor vehicle fatalities. As the senior leadership on the boat, that is our job!! Don't be afraid to ask the hard questions! We get one opportunity, at best, to save a Sailor's life and prevent a mishap...don't let that opportunity slip by you!!

Visit our website for statistics and trends related to PMV fatalities. I look forward to seeing all of you soon. Please do not hesitate to call with questions or comments in any area concerning the safety of our submarines and people. I can be reached at (757) 444-3520 ext. 7201, DSN 564-3520 ext. 6201, E-mail: douglas.chandler@navy.mil.

Effective COMNAVSAFECEN Submarine Safety Advisories

17-00 201959Z DEC 00

Contract Liberty Boat (Water Taxi) Safety

1-05 031600Z JAN 06

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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