



DAMAGE CONTROL

2004 Safety Handout

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Introduction

The primary goal of the Naval Safety Center, Norfolk, Virginia is to help ships achieve a safe working environment. To accomplish this, we conduct safety surveys on board Navy ships. Information gathered from safety surveys frequently identifies common damage control and safety discrepancies. Incorrect stowage of flammable materials, ineffective respiratory protection programs, outdated safety manuals, incomplete documentation, and incorrect hot work procedures identify but a few of these problems. These problems can apply to all commands.

This damage control information handout is for forces afloat at the deck-plate level. It gives fleet personnel a ready reference for damage control and safety information to assist

with the elimination of discrepancies. The information is not all-inclusive, nor is it intended to be; therefore, it is your duty to identify potential mishaps that are in the workspace. Remember that safety is everyone's responsibility!

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Damage Control Information

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DC-1: COMMON DISCREPANCIES

Each year thousands of man-hours are lost due to injury. Combat readiness is seriously impaired and millions of dollars are wasted as the result of mishaps, which could have been prevented. Mishaps result from actions performed incorrectly, either knowingly or otherwise, by people failing to exercise sufficient foresight; lacking the requisite training, knowledge, or motivation; or neglecting to recognize the hazards and risks involved. To achieve a significant reduction in mishaps, hazards must be reduced and personnel must learn to recognize those hazards remaining and learn to work safely around them.

This list of common discrepancies provides information to assist with the identification and analysis of potential shipboard hazards and mishaps and act as a guide for the determination of corrective action. This list of common discrepancies is based on the experience gained during surveys conducted over the years, of the most common deficiencies reported by the Board of Inspection and Survey (INSURV), and by the mishaps reported by fleet units. The following list displays areas in which discrepancies occur. Listings include common discrepancies, as well as descriptions of key information to enhance safety.

DC-2: GENERAL WORKSHOP

1. Deck markings around operating equipment 3-inch wide yellow and black-stripped lines around shop equipment, (e.g., drill press and pedestal grinder metal lathe, ect). **Ref. GSO 665c, and OPNAVINST 5100.19D B0504**
2. Training EEBDs stored in space vice a locked locker. **Ref. Naval Ships' Technical Manual (NSTM) 077, Chapter 3, para 3.3.7**
3. Local exhaust missing or inadequate at welding or brazing bench.
Ref. NSTM 074 Vol 1, Sec 10, para 10.4
4. Welding curtains missing or inadequate, and do not meet MIL-C-24576.
Ref. OPNAVINST 5100.19D, para C1102b, NSTM 631 TABLE 631-8-14 NOTE 3 and GSO 665c (MIL-C-24576)
5. Tool rest on pedestal grinders greater than 1/8" from wheel.
Ref. PMS MIP 6603/001
6. Excess or improperly marked HAZMAT stored in space.
Ref. OPNAVINST 5100.19D, para C2303c and NSTM 670 2.1.2.3
7. Improperly insulated welding equipment, including loose connections, bare and frayed wiring. **Ref. OPNAVINST 5100.19D, para C1102c (13), and NSTM, 074 VOL 1 10.7.3.3**
8. Missing or improperly maintained safety glasses, goggles and face shields.
Ref. OPNAVINST 5100.19D, para B0506e

9. Excess or improperly bracketed oxygen or acetylene cylinders stored in space.
Ref. OPNAVINST 5100.19D, para C2311a, and NSTM 550-2.11
10. Operating instructions and safety precaution placards missing for operating machinery (e.g., drill press, grinder and lathe). **Ref. OPNAVINST 5100.19D, para C1305f (1)**

DC-3: FLAMMABLE LIQUID STORAGE

1. Explosion proof lighting not properly maintained. (E.g. loose globes, wrong bulbs, and missing lead wire seals). **Ref. OPNAVINST 5100.19D, para C2302p, PMS MIP 3301/008**
2. Improperly maintained PPE in space, including impact goggles vice chemical goggles, damaged or paint covered goggles, respirators not properly stowed and obstructed or empty eye wash stations. **Ref. OPNAVINST 5100.19D, para C2303 item (i) and (j)**
3. Exhaust ventilation secured, obstructed, screen missing or not 9" from deck.
Ref. OPNAVINST 5100.19D, para C2303b, and GSO, Sec 512d
4. Airflow alarms inoperative or not properly set at 50% of normal airflow or inoperative.
Ref. GSO, Sec 437b, 4361/002,051, IC-004/057, and NAVSEA DWG 815-1853145
5. Excess combustibles stored in space, including rags, cardboard and packing materials.
Ref. OPNAVINST 5100.19D, para C2305 (g)
6. Open containers of flammable liquids in space. **Ref. OPNAVINST 5100.19D, para C2305b (4)**

DC-4: CO2 FIXED FLOODING AND HALON 1301 FIRE EXTINGUISHING SYSTEM

1. Power available lights out. **Ref. PMS MIP 5553/026 and GSO, Sec 436d**
Actuator and discharge fittings loose. **Ref. PMS MIP 5553/026**
Discharge nozzles obstructed. **Ref. PMS MIP 5553/001/026**
2. Warning placards missing, including no smoking, evacuation, operating and ventilation restart instructions. **Ref. PMS MIP 5553/001, and GSO, Sec 555b3**
3. Ventilation to CO2/Halon protected spaces not operating or out of commission.
Ref. NSTM 670, Sec 2, para 1.3.2 thru 1.3.4
4. CO2 protected spaces contain excessive amounts of Class Alpha material. **Ref. OPNAVINST 5100.19D, para c2305b (4)**

5. Metal guards to protect release mechanism for CO2 systems missing. **Ref. GSO, Sec 555, para 555b3, OPNAVINST 5100.19D, para 4-2-6**
6. Cylinder weight test out of periodicity. **Ref. PMS MIP 5553/001, and CO2 MIP 5553/026**
7. Time delay not installed or bypass not removed. **Ref. Technical Manual 0910-LP-596-0200 (CO2 Fixed flooding/Hose Reel system), Chapter 1, para 1.2.2.1-3, Chapter 4, para 4.2.3.3, and Chapter 6, para 6.3.3**
8. A combination of two different type discharge heads manufactured by two different companies. **Ref. Technical Manual 0910-LP-596-0200 (CO2 Fixed flooding/Hose Reel system), Chapter 4, para 4.2.1.3**
9. CO2/Halon discharge nozzles blocked by shelving or paint containers. **Ref. Technical Manual 0910-LP-596-0200, Chapter 6, para 6.3.2.4**
10. Exhaust vent ducting blocked by paint containers or shelving. **Ref. NSTM, 510 Sec 7, para 510-7.2.1.3**
11. Flame arresters missing or not have the approved type. **Ref. GSO, Sec 512, para 512d**
12. Flame arresters plugged with dirt. **Ref. NSTM 510, Sec 7, para 510-7.1.11**
13. CO2 flooding system pull box has plastic vice glass installed. **Ref. Technical Manual 0910-LP-596-0200 (CO2 fixed flooding/hose reel system), Chapter 4, para 4.2.1.5, and GSO, Sec 555b3, PMS MIP 5553/001, and NSTM 555 3.2.15**

DC-5: GAS FREE ENGINEERING PROGRAM

1. Ship-specific instruction that includes up-to-date references, responsibilities, training requirements, and procedures has not been implemented. **Ref. OPNAVINST 5100.19D para B0802 (2) and NSTM 074 VOL 3 revision 4 SEC 27**
2. Procedures being performed are not in accordance with ship's instruction. **Ref. OPNAVINST 5100.19D, para B0802a (2)**
3. Commanding officer must approve initial entry into potentially immediately dangerous to life or health (IDLH) spaces; e.g., CHT, fuel tanks and piping systems. **Ref. NSTM 074 Vol. 3, forth revision, Sec 19, para 19.14, 20.5b**
4. CPR and emergency/rescue procedure training is not conducted or documented for gas free engineering personnel. **Ref. OPNAVINST 5100.19D, para B0804a, b and NSTM 074 VOL 3 revision 4 SEC 18.8**

5. Twelve-month record of gas free chits not maintained on board. **Ref. NSTM 074 Vol 3, forth revision, Sec 18, para 18.16**
6. GFE training is not being conducted for all hands upon reporting and annually.
Ref. OPNAVINST 5100.19D, para B0804a and NSTM 074 VOL 3 revision 4 SEC 18.9
7. SAR/SCBA Supplied Air Respirator/Self Contained Breathing Apparatus, common discrepancies include gages out of calibration (18 month), PASP/RASP cylinders are out of hydrostatic test periodicity (3 yr), cylinders below pressure (3375-4500psi), PASP hoses out of hydro periodicity (6 yr), 6 year overhaul not complete on SCBA orange case equipment (6 yr). **Ref: PMS MIP 5519/015, NSTM 077, NSTM 074 VOL3, and 0910-LP-708-0000**

DC-6: DAMAGE CONTROL EQUIPMENT

1. Ram fan water inlet screen strainer missing, damaged or clogged.
Ref. PMS MIP 6641/006
2. Ram fan shows signs of salt-water corrosion from lack of fresh water flushing.
Ref. PMS MIP 6641/006
3. Portable pump covers (P-100) not properly stenciled "Warning JP-5 No smoking."
Ref. NSTM 555, Sect 4, para 4.11.2.9.4, and NSTM 079 VOL 2
4. Portable pumps (P-100,) show signs of salt-water corrosion from lack of fresh water flushing. **Ref. PMS MIP 6641/019**
5. Fusible link on galley APC system not replaced and tagged at six-month intervals.
Ref. PMS MIP 5556/003

DC-7: Damage Control Petty Officer

1. Missing non-skid strips at top and bottom of ladders and doorways or not properly installed. **Ref. PMS MIP 6641/003, and GSO 634, para 2**
2. Improperly maintained CO2 portable extinguisher.
Ref. PMS MIP 6641/004
4. Loose or missing ladder and handrail parts, treads, safety chains and toggle pins.
Ref. PMS MIP 6641/003, and NSTM 600 SEC 9,10
5. Quick acting escape scuttles do not operate freely or do not lock in the open position.
Ref. PMS MIP 1671/001, and NSTM 600 SEC 14

6. Safety nets and chains missing or improperly rigged in vertical trunks.
Ref. PMS MIP 6122/001, GSO 612e, NSTM 600 fig 13.1, and JFFM VOL V PART 1 CH 30.2.2
7. Fire stations improperly rigged, cut out valve leaking, and wye gate not properly aligned, fire hose spanner wrench missing, piping and fireplug valve not securely bracketed.
Ref. PMS MIP 6641/004
8. Spring clips to hold WTD handle in place are missing, dogs out of adjustment, bent or do not operate as designed. **Ref. PMS MIP 1671/008**
9. Warning placards not posted or missing from various locations, including overboard discharge connections, manhole covers, escape scuttles and compressed gas cylinder storage areas. **Ref. GSO, Sec 602j, and Sec 593c**

DC-8: CHT SYSTEM

1. Ventilation supply and exhaust secured, obstructed, screen missing, exhaust vent suction not 9" from deck. **Ref. GSO, Sec 437 d, and NAVSEA T9500-AA-PRO-100**
2. Wash up facilities - No water, soap or drying mechanism.
Ref. OPNAVINST 5100.19D, para 1502c, and NSTM 593 4.2.2
3. Leaks - Piping, mechanical seals, valves. **Ref. OPNAVINST 5100.19D, para C1502e, and PMS MIP 5931/R13**
4. Emergency escape - QAES obstructed, QAES will not lock open, two EEBDs not available in space. **Ref. MIP 1671/001 MRC S-2R, OPNAVINST 5100.19D, para C1502 B7, and NSTM 077 SEC 3**
5. Placards not posted - operating instructions, health warnings and safety precautions - in pump rooms and deck riser stations. **Ref. OPNAVINST 5100.19D, para C1502a (8)**
6. Sanitation - Evidence of eating, drinking or smoking in space.
Ref. OPNAVINST 5100.19D, para C1502a (3) and (5), and NSTM 593 4.2.1.1
7. The locker for personnel protective gear not installed near the CHT pump room, and not adequately stocked with cleanup supplies. **Ref. AEL 2-360044010, 2-360044011, and NSTM 593-4.2.2**
8. CHT pump rooms, separate comminutor spaces and sewage receiving stations are not equipped with a hydrogen sulfide detection alarm. Alarm is not operable or monitored from outside space. **Ref. NSTM 593, para 593-4.3.2, and FLEET ADVISORY 081815Z SEP 86**

9. Exhaust ventilation not equipped with an airflow alarm circuit. Alarm is not operable or monitored from outside space. **Ref. GSO, Sec 512f, NSTM 593 4.3.3 and NAVSEA T9500-AA-PRO-100**

DC-9: VARI-NOZZLE

Naval Safety Center ship surveyors continue to find vari-nozzles that have not been modified with "thumb latch spring kits". This modification is according to **NAVSEA's Fleet Advisory, Vari-nozzle thumb latch spring kits**. This modification requires ship's force to replace the rubber disk in the flush ring lock with a small spring. Nozzles outfitted with the spring are easily identified by the ease of operation when pressing the thumb latch. Shining a flashlight under the thumb latch assembly can see the spring; conversely, the rubber disk can barely be seen, as it is a dark piece. If the rubber disk is not replaced with a spring, the nozzle cannot be rotated to the flush position possibly endangering the fire fighter. Modification kits are available from Elkhart Brass Mfg. Co. POC is Debi Welsch at (800) 346-0250. Refer to part as P/N 62128. Cost is 25 cents and instructions are included.

DC-10: EXPLOSION-PROOF LIGHTING FIXTURES

INSURV inspectors and safety surveyors continue to find ship's crews are improperly maintaining explosion-proof lighting fixtures (NAVSEA DWG 803-5184170). The most frequent discrepancies include:

- a. Lead gaskets missing (NSN: 5330-01-046-0440)
- b. Lead wire seals missing (NSN: 5340-00-391-4241)
- c. Incorrect Lamp (bulb) (NSN: 6240-00-578-6820)
- d. Globe securing rings are not tight and not properly sealed

Appendix B, Lighting on Naval Ships, DOD-HDBK-289 (SH), shows the proper installation method.

Explosion-proof lighting fixtures are required in the following spaces or areas:

- a. Gasoline hazard areas and in other compartments where gasoline vapors may occur
- b. Paint mixing and issue rooms
- c. Flammable liquid and flammable gas cylinder storerooms.

Naval Surface Warfare Center, Carderock Division (NSWCCD-SSES) has issued MIP 3301/008, MRCs S-1 and 18M-1R for explosion-proof lighting fixtures. Activities requiring

this MIP should submit a feedback report to have this MIP added to their LOEP.

DC-11: SUBMERSIBLE PUMP

The Peabody Barnes Inc., Sub Pump Model US200 ASE-1 (82348) has a problem with improper direction of rotation of its motor. Incorrect rotation of the pump will drastically reduce output. This problem can be caused by incorrect phase sequence of the ships 440VAC, 3-phase, multi-purpose outlet (MPO). Incorrect wiring of the plug or switch box in the submersible pump power cord can also cause this problem.

Recommend ship's force:

- a. Check all 440VAC, 3-phase MPOs for proper phase sequence according to the **Electronics Installation Book, NAVSHIPS 0967-000-0000. (Phase Sequence Detector NSN 6625-00-243-3132).**
- b. Check the submersible pump power cord plug for phase color code conformance in **NSTM 320, para 320.19.**
- c. Check the submersible pump switch box wiring to ensure compliance with Fig. 6-6 of **Technical Manual for Portable Submersible Pump Model US200 ASE-1 (82348), NAVSEA 56226-CM-MMO-010/05748.**
- e. Test pump rotation according to **paragraph 2-4.3.1 of NAVSEA 56226-CM-MMO- 10/05748, Technical Manual for Submersible Pump Model US200 ASE-1 (82348).**
- f. If this fails to correct the rotation problem, submit a Class I QDR to Fleet Material Support Office using **NAVSUPINST 4400.120E** for guidance.

DC-12: GENERAL DAMAGE CONTROL TOPICS

The information provided below is general in nature but provides answers, stock numbers and references to commonly asked questions of damage control safety survey team members:

DC-13: WELDING CURTAINS

Welding curtains contain visible and ultraviolet light within the welding area, thus protecting passers-by and other shop occupants. Although vinyl curtains do the job at many shore facilities, they do not meet shipboard requirements that call for a material that is fire-resistant and does not produce toxic gases when burned.

Inspectors from the Board of Inspection and Survey report they often find ships with welding curtains that don't meet NAVSEA requirements. Part of the problem is the specified material is not ready for installation when received. How do you correct the problem?

The process starts with determining how much cloth is needed to enclose the welding area, required length, how many grommets are required to adequately hang the curtain and hemming all four edges. The curtain must be black in color. When ordering the curtain asks that the curtain be made of Black Pigmented UC-100-96HS (Refrasil cloth only). This material meets NAVSEA requirements.

The current specifications (Military specification MIL-C-24576) will be amended to use a thermally stable black pigmented, type I, and class 1 cloth. Welding curtains meeting these requirements can be custom fabricated (with grommets) from the following suppliers:

Mid-Mountain Materials

7600 Fifth Ave South
Seattle, WA 98108
(206) 762-7600

Gaspro LTD.

2305 Kamehame HWY
Honolulu, HI 96819
(808) 842-2122

C.E. Thurston & Sons

4850 Brook side Court
Norfolk, VA 23501
(757) 855-7700

Chamberlain Rubber CO.

3333 Brighton-Henrietta Road
Town Line Road
Rochester, NY 14692
(716) 427-7780

DC-14: WELDING BENCH VENTILATION

DUCT WORK: A flexible metal hose can be used for local exhaust ventilation in welding and brazing areas. The metal hose comes in 3, 4, 5 and 8-inch diameters and in 10-foot lengths. The 3- to 5-inch diameter hose is the most common.

Local exhaust systems are most effective in removing contaminants at work points. Nearly all generated smoke, fumes and vapors are carried away before they can escape into the surrounding atmosphere.

Local exhaust ventilation requirements are covered in **NSTM 074-Vol. 1, Welding and Allied Processes, NSTM 074-Vol. 3 (Rev. 4), Gas Free Engineering** and **GSO, Sec 665.**

DC-15: DECK MARKINGS FOR GENERAL WORKSHOPS

The purpose of deck markings in the general workshop is to identify sight-hazard areas and operating-equipment hazards to operators and observers. The deck marking specifications and requirements are in **GSO, Sec 665** and **OPNAVINST 5100.19D, Chapter B5, para B0504**.

The following general guidelines are provided:

Eye Hazard area:

3" wide yellow and black striped or checkerboard markings to identify the immediate eye hazard area.

Placard; "CAUTION, Eye Protection Required in this Area."

The markings must be painted on the deck or a special self-adhesive tape must be used. The tape is available under NSN 9Q/9905-01-342-5934 (checkerboard) or 9Q/9905-01-342-5933 (striped). Non-slip deck covering in operator work area.

Observer Safe Areas/Safe Traffic Lanes:

3" white lines from access to access or from access to admin/desk area to identify safe traffic lanes for personnel transiting or conducting business.

Based on different ship configurations and personal interpretations, a combined effort is required to determine where to place the lines.

The safety officer and the divisional chain of command need to work together and develop a plan that meets the crew's needs as well as the administrative requirements. Before marking the deck, develop a floor plan and have the safety officer review it.

DC-16: LADDER TREADS

There are four types of inclined-ladder tread in use throughout the fleet; they are:

Type "D" - steel ladder treads made have galvanized or CRESS Diamond-plate.

Type "G" - steel-fiberglass covered ladder treads that have a Steel base covered with alternating layers of Fiberglass cloth, polyester resin and aluminum-Oxide grit.

Type "F" - aluminum extruded ladder treads developed for use on aluminum ladders. This lightweight treads have raised ribs running the width of the tread.

Mil-Spec-T-24634 (SH) treads have replaced NAVSHIPS hull type drawing #804-860041 that pertained to type "D," "F," and "G" treads, as a result of their sub-standard performance. The Navy developed the current Mil-Spec-T-24634 (SH) treads. They offer improved slip resistance, are highly wear resistant, and help ships upgrade their worn ladder treads. Treads are manufactured from an extruded aluminum base with transverse, dovetail grooves filled with aluminum oxide grit and an inorganic binder.

Two types of this tread are available under Mil-Spec-T-24634 (SH). Treads of both types are available in 4, 6, and 9-inch widths and lengths from 15 to 26 inches.

Type I - A full tread with end plates for side bolting to the ladder stringer. Type I is for interior and exterior aluminum ladders.

Type II - A cap treads for use on all interior and exterior steel ladders including machinery spaces and for use as a cap over worn type "F" treads. In machinery spaces, you must install this tread over a steel or CRESS base. If a steel or CRESS sub-base is not available, you must open purchase or have an IMA or depot make them according to NAVSEA standard drawing #803-5959202.

The following is a list of the most common ladder treads sizes:

a. Type I ladder treads

SIZE	NSN
15" X 4"	2040-00-269-0844
15" X 6"	2040-01-238-0936
18" X 4"	2040-01-238-0939
18" X 6"	2040-01-238-0935
18" X 9"	2040-01-269-0849
20" X 4"	2040-01-238-0938
20" X 6"	2040-01-238-0934
20" X 9"	2040-01-238-0937
21" X 4"	NOT AVAILABLE
21" X 6"	2040-00-269-0847
21" X 9"	NOT AVAILABLE
22" X 4"	2090-01-385-6830
22" X 6"	2090-01-385-6830
22" X 9"	2090-01-385-6993
24" X 4"	2040-01-237-4056
24" X 6"	2090-01-238-0933
24" X 9"	2090-01-237-3208
26" X 4"	NOT AVAILABLE

26" X 6"	NOT AVAILABLE
26" X 9"	NOT AVAILABLE

b. Type II ladder treads

SIZE	NSN
15" X 4"	2040-01-245-3744
15" X 6"	2040-01-237-4055
15 X 9	NOT AVAILABLE
18" X 4"	2040-01-251-1797
18" X 6"	2040-01-247-7531
18" X 9"	2040-01-247-9617
20" X 4"	2040-01-249-6318
20" X 6"	2040-01-237-7089
20" X 9"	2040-01-247-7532
21 X 4	NOT AVAILABLE
21" X 6"	2040-01-247-1261
21 X 9	NOT AVAILABLE
22" X 4"	2090-01-385-3014
22" X 6"	2090-01-385-7106
22" X 9"	2090-01-385-7071
24" X 4"	2040-01-247-9618
24" X 6"	2040-01-237-4054
24" X 9"	2040-01-247-9616
26 X 4	NOT AVAILABLE
26" X 6"	2040-01-237-3209
26 X 9	NOT AVAILABLE

“Not available” means that the item is not in the supply system and must be open purchased.

You can find a list of approved vendors in the quality product list (QPL):

Lossett’s, Inc.
 310 Stevens Street
 Picayune, Mississippi 39466
 (601) 798-6922

Wooster Products Inc.
 1000 Spruce Street
 P. O. Box 896
 Wooster, Ohio 44691
 800-321-4936

GRP LADDER TREAD PARTS FOR (LSD-41) CLASS

1. Tread nose for 22" wide standard GRP inclined ladder
 NSN 9G 9330-01-364-2918
2. 6" tread for 22" wide standard GRP inclined ladder

NSN 9G 2090-01-387-1766

3. 9" tread, for 22" wide standard GRP inclined ladder
P/N L117GRP, PC. # 31, DWG # 803-5184099
4. Tread nose, for 24" wide GRP inclined ladder
P/N L118GRP, PC. # 29M, DWG # 803-5184099
5. 6" tread for 24" wide GRP inclined ladder
P/N L119GRP, PC. # 30M, DWG # 803-5184099
6. 9" tread for 24" wide GRP inclined ladder
P/N L120GRP, PC. # 31M, DWG # 803-5184099

DC-17: COMPRESSED GAS CYLINDERS

Gas Cylinder - Racks fitted with metal collars, NAVSHIP DWG # 803-5184287, modified to stow cylinders with minor variations in diameter, shall be installed for the vertical stowage of cylinders with the valve up.

Naval Ships' Technical Manual (NSTM 550 2.11), Industrial Gases: Generating, Handling, and Stowage applies to all compressed and liquefied gases used on board ships. Specific safety requirements are identified for handling and stowage of cylinders. Department of Transportation (DOT) identifying markings and valve maintenance are some of the items covered.

Compressed gas cylinders shall be stowed on the weather decks unless compartments are designated for compressed gas cylinder stowage. Spare carbon dioxide cylinders shall meet the stowage requirements of **GSO, Sec 555**.

Weather deck stowage shall be located in shaded areas. Where shaded areas are not available, protect cylinders from direct sunlight by structures such as awnings. In either case, the temperature of the cylinders shall not exceed 130 degrees Fahrenheit. The weather deck stowage areas shall be as far as practical from navigation, fire control, and gun stations and located to involve the least possible danger from mechanical injury, gun blast, missile blast, heat, or open flame.

Compressed gas cylinder stowage racks are required to be "Grade B" shock mount rated and are to be according to NAVSEA DWG 803-5184287 Rev. A dated 5/12/89. The accepted design standard for a multi-purpose stowage rack is capable of vertically restraining and accommodating various sized cylinders used aboard ship.

Gas Cylinder Handling Bag (GCHB)

NAVSEA has authorized the use of a gas cylinder-handling bag in an effort to help reduce injuries associated with the movement of gas cylinders. With these handling bags, four men

can transfer a heavy cylinder with ease. It is adjustable to cylinder sizes from 9 inches through twelve inches in diameter and can handle cylinders in the horizontal or vertical position. Reference NAVSEA Dwg 803-5959260. Color is red with black straps: Part Number: 5959269-02R. PMS coverage for this bag, PMS MIP 5736/001 R-3

Custom Containers LLC, PO Box 399/Rt 28, Springfield, WV 26763, (304) 492-5535, Fax (304) 492-5983. POC Anne E. Besecker
E-mail thedolphingrp@citlink.net

DC-18: EMERGENCY ESCAPE BREATHING DEVICE (EEBDs)

SCOTT EEBDs (NSN: 4240-01-116-9888) are being phased out and are being phased replaced by OCENCO M-20.2 EEBD (NSN 4240-01-439-5937) these are part of the allowance of all surface ships. OCENCO EEBDs provide the crew with a device to permit their escape from life-threatening atmospheres including smoke, fluorocarbon compounds, or other toxins by supplying 10 minutes of oxygen. **GENSPECS, Section 664j** states that each ship should have EEBDs totaling 150% of complement and 100% of other embarked personnel. To ensure maximum utilization of OCENCO EEBDs, the following positioning guidance pertains, in priority sequence:

- a. Provide all main engineering spaces with OCENCO EEBDs equal in number to twice the general quarters manning.
- b. Provide compartments and staterooms with one OCENCO EEBD per sleeping surface.
- c. Position the remaining OCENCO EEBDs in high-risk, manned spaces below the damage control deck, equal in number to the general quarters manning for the space.
- d. When the date of manufacture of an EEBD is more than sixteen (15) years old dispose of the EEBD by retaining the entire EEBD for shore disposal according to ship's procedures for handling/disposal of used hazardous materials.

General EEBD Information

1. All EEBD stowage containers in machinery spaces must be painted international orange.
2. Apply photoluminescent paint markings on all EEBD cabinets, except those installed within individual berths. Use caution when installing operable EEBDs to ensure you don't mix in training EEBDs.
3. The current EEBD trainer unit has several replacement parts in order for it to be used repeatedly. The training EEBD (NSN: 4240-01-116-9889) is a nonfunctional copy of the

operational EEBD. They are contained in blue plastic cases and are labeled in red letters as training EEBDs.

These parts include:

- a. Neck seal (NSN: 4240-01-152-8776)
- b. Lanyard (NSN: 4240-01-152-8777)
- c. Storage bag (NSN: 4240-01-152-8778)

4. Securable stowage lockers are also required for all training EEBDs. The lockers shall contain. These lockers shall be equipped with a hasp and staple and painted yellow. A label plate with one-inch high black letters shall be installed on the door of each of these lockers, which reads as follows:

**WARNING
EMERGENCY ESCAPE BREATHING TRAINING UNITS
IN THIS LOCKER WILL NOT SUSTAIN LIFE**

**NOTICE
TRAINING UNITS SHALL BE SECURED IN THIS
LOCKER WHEN NOT IN USE**

5. EEBDs are expiring in large numbers. Ships should work with type commanders to implement a phase replacement program. The replacement EEBD is the Ocenco M-20.2 EEBD manufactured by the Ocenco Corporation, NSN 1H 4210-01-439-5937. For guidance on returning OCENCO due to missing tamper ball bearing review message 241335Z FEB 03 @ www.dcfp.navy.mil under library/naval messages or email [HTTP://WWW.OCENCO.COM/RMA](http://www.ocenco.com/RMA)

References: **NSTM 077**
NSTM 079, Vol 2.
GENSPECS, Sec 664k

DC-19: EMERGENCY ESCAPE SCUTTLE WARNING PLACARD

NAVSAFECEN safety surveyors continue to find discrepancies on escape-scuttle placards. Placards are either missing or are incorrectly worded. **GSO, Sec 602, Hull Designating and Marking**, contains information for access closures. On the main access to spaces containing escape scuttles that are required to be secured, the label plate must read:

**ESCAPE SCUTTLE SERVING THIS SPACE
SHALL BE UNLOCKED AT ALL TIMES
WHEN THE SPACE IS OCCUPIED**

A label plate also must be mounted on top of the escape scuttles and inscribed with 1-inch red letters.

**ESCAPE SCUTTLE
DO NOT OBSTRUCT OR BLOCK**

Reference: **GSO, Sec 602**

DC-20: GAS-FREE CERTIFICATION WARNING PLACARD

Accesses to voids and tanks shall be conspicuously marked with the following label plate:

**DANGER
THIS SPACE MAY CONTAIN
DANGEROUS GASES OR LACK
ADEQUATE OXYGEN FOR LIFE.
BEFORE ENTERING, SPACE
MUST BE CERTIFIED BY
GAS-FREE ENGINEER.**

Reference: **GSO, Sec 602**

DC-21: PORTABLE AFFF EXTINGUISHER

Aqueous film forming foam (AFFF) portable fire extinguishers are provided to vapor secure a small fuel spill enabling the prevention of a fire. Moreover, these portable cylinders are used to extinguish a small class B fire (including a deep fat fryer fire) and a small class A fire and for standing fire watch during hot-work operations. AFFF portable extinguishers are typically located throughout submarines, at damage control repair stations, and near deep fat fryers on surface ships.

The portable AFFF portable fire extinguisher is a stainless steel cylinder that stores 2-1/2 gallons of premixed solution of AFFF concentrate and fresh water. It is pressurized with air at 100 PSI at 70 degrees Fahrenheit and weighs approximately 28 pounds when fully charged. The extinguisher has a 55 to 65 second continuous discharge time and an initial range of 15 feet, which decreases during discharge. The portable AFFF extinguisher requires hydrostatic testing every 5 years.

References: **NSTM Chapter 555, Vol. 1
MRC 6641/004**

DC-22: AQUEOUS POTASSIUM CARBONATE SYSTEM

The range guard fire extinguishing system is a fixed, aqueous-potassium-carbonate (APC) system specifically designed for use with shipboard galley deep-fat fryers and their exhaust systems. Each installation is custom designed. The system responds automatically upon

detection of a fire or it can be operated manually by using the manual remote controls. A fire extinguishing chemical (potassium carbonate) discharges from the cylinders through nozzles located over the deep fat fryers and in the range hoods and plenums. The opening of the discharge nozzles must have foil seals in place or they will plug with grease and become ineffective. Each system is completely self-contained, except the electrical connection to the appliance power.

NOTE:

a. Detector Assemblies - The detector assemblies control the automatic operation of the range guard by the use of fusible links. These links are designed to melt at 360

Degrees Fahrenheit and should be changed semi-annually according to MIP 5556/003

b. Several questions have surfaced about "Karbalyo" which is a wet chemical solution used to extinguish fires in deep-fat fryers. It is just another name for APC, manufactured by Kidde Fenwald in Ashland, MA.

In addition to completing Damage Control PQS, training should be conducted for all personnel who work around range guard systems such as cooks, food service attendants, supervisors, and mess deck's masters at arms.

Reference: **Range Guard Fire Extinguishing System
(S9555-AR-MMO-010/TYPE, AA, A, B, and BB)**

DC-23: SAFETY NETS

Trunk safety nets shall be portable and sized so that when installed, the sag (with no weight on the net) will be no more than 4 inches. Installation of portable safety nets in trunks shall not prevent the installation of portable lifelines and stanchions around access openings.

Nets require a one-time weight test of 1,750 pounds. A weight test tag shall be attached to the net. If repaired an updated weight test will be required with the same requirements

Nets shall not be installed in machinery escape trunks. Vertical ladders in trunks longer than 17 feet shall be protected with portable safety nets.

Reference: **GENSPECS, Sec 612F; GSO, Sec 612e
NAVSEA DWG #804-5184163 REV A
PMS – MIP 6122/001
JFMM VOL V PART 1 CH 30.2.2**

DC-24: SLIP-RESISTANT TREADS

Three treads, with no space in between, shall be installed at the head and foot of ladders, on

both sides of doors with a high coaming, in areas with continuous traffic, and on both sides of doors in crews messing spaces (installed over tile deck).

Slip-resistant mineral treads shall be 6 inches by 24 inches long. Treads may be installed over finish paint or primers. After installation and rolling with a weighted roller, edges of fabric type treads, if used, shall be sealed with a beading sealer, **MIL. SPEC. MIL-D-17951**. Treads are not to be painted.

REFERENCE: **GSO, Sec 634, para 2**
PMS MIP 6641/003,

DC-25: FLAMMABLE LIQUID STOREROOMS AND PAINT ISSUE ROOMS

Shipboard maintenance and upkeep requires many different flammable liquids. It is important that the Halon and fixed CO₂ flooding systems, alarms, and fixtures in ship's flammable liquids storage compartments and paint issue rooms be operational and safe.

Personnel who have responsibility for flammable storerooms and paint issue rooms do not always know how to properly evaluate the reliability and safety of Halon and fixed CO₂ systems and the associated equipment. By consulting the following documents you will gain a better understanding of the Halon and CO₂ fire extinguishing systems. The criteria for flammable liquid storerooms and paint issue rooms are well-documented in **Naval Ships' Technical Manual (NSTM), General Specification for Overhaul of Surface Ships (GSO), General Specification for Ships (GENSPECS), and PMS.**

Applicable instructions are:

- | | |
|-----------------|---|
| Electrical | - GSO, Sec 300g and Sec 304e, item 14 |
| Ventilation | - GSO, Sec 512d and NSTM 510, Sec 2, para 510-2.2 |
| CO ₂ | - GSO, Sec 555b and NSTM 555, Sec 2, para 555-2.8; OPNAVINST 5100.19D, chapter C24, and Technical Manual 0910-LP-596-0200 CO ₂ Fixed Flooding and Hose Reel system |
| HALON | - GSO, Sec 555c; NSTM 555 Sec 2, para 555-2.9, and Technical Manual S9555-A5-MM0-010 Rev 1 HALON 1301 Fire Extinguishing System |
| Alarms | - GSO, Sec 437d |
| Storage | - GSO, Sec 670b thru 670d and 671c |
| Eyewash - | - GSO, Sec 644d |

Stations

Compartment - GSO, 192b thru 192h
Inspections

Space - NSTM 074-volume 3, Sec 22, para 22.6.1,
Personal NSTM 074 volume 2 appendix G, and OPNAVINST 5100.19D
Protective Chapter B12 and B12B
Equipment

DC-26: PHOTOLUMINESCENT PAINT

Photoluminescent (glow in the dark) paint is water based. The paint is for interior spaces only and is not to be used on the exterior of a ship. You can find a complete list of where the markings are required in **NSTM 079 Volume 2**.

The paint comes in a complete kit that includes primer, photoluminescent paint, clear sealer, and precut stencils. The paint has a one-year shelf life. Once applied, it lasts three years.

DC-27: 3M PHOTOLUMINESCENT LABELS

The use of 3M-photoluminescent labels is authorized. These labels are an easy, hassle-free approach to applying required photoluminescent markings. They are currently only available through the 3M company. You may request a U.S. Navy Shipboard Damage Control/Photoluminescent Label Catalog from the 3M company by calling 1-800-553-1380 or by faxing a request to 1-800-591-9293.

Prior to applying labels to the bulkhead, follow the instructions provided with the labels.

DC-28: PIPING SYSTEM DESIGNATION AND MARKINGS

The following requirements can be found in **NSTM 505, Piping Systems**:

Piping on weather decks, shall be painted the same color as the surrounding structure. Do not paint valves for shipboard shore connections. Label plates or valve markings on the hand wheel shall clearly state the shore service.

IDENTIFICATION

1. In addition to special colors required for particular systems, mark all systems for identification.
2. For an outside diameter of two inches and larger (bare or lagged) pipe, paint markings on pipes or lagging using stenciled letters 1-inch high.

3. For smaller pipes, reduce the lettering size, as necessary, but not less than 3/8-inch high.
4. Paint on "direction of flow" arrows.
5. Where pipe sizes are too small for lettering, wire label plates to the pipe inscribed with system name and, where necessary, the service.
6. Do not mark piping in cabins, officers' wardroom, and mess rooms.
4. Mark piping passing through spaces, including unmanned spaces such as tanks, voids, cofferdams and bilge's at least once in each space.
8. Mark piping in machinery spaces at least twice, once near the entry point and once near the exit point.

DC-29: COLOR CODING PIPING SYSTEMS

Identify piping systems and valve hand-wheels using the color-coding system in **NSTM 505**. Dual colors indicate hand-wheel should be striped.

<u>FLUID</u>	<u>VALVE HANDWHEEL & OPERATING LEVER</u>	<u>FED STD 595 COLOR NUMBER AND SHIP</u>	<u>INT. LINES*</u>
AFFF Concentrate	Light blue/Red	15200/11105	B
AFFF Discharge	Red/Green	1105/14062	B
Amine	Brown	10080	A
Chilled water	Light blue/Dark green	15200/14062	A&B
Deballast air	Tan/Black	10324/17038	B
Demineralized electronic cooling water	Light blue/Dark purple	15200/17100	B
Feed water (includes condensate)	Light blue	15200	A&B
Firemain (including root valves)	Red	11105	A&B
Fireplugs	Red	11105	A&C
Freon	Dark purple	17100	A
Fuel oil	Yellow	13538	A
Gasoline	Yellow	13538	Yellow
HP air	Dark gray	16081	A
Halon	Gray/White	16187/17886	B&1
Helium & Oxygen	Buff/Green	10371/14449	A
Helium	Buff	10371	A
Hydraulic	Orange	12246	A
Hydrogen	Chartreuse	23814	A
Jacket water	Light blue/Black	15200/17038	B
JP-5	Purple	17141	Purple
LP air	Tan	10324	A
Lube oil	Yellow/Black	13538/17038	A
Nitrogen	Light gray	16376	Light

Oxygen	Light green	14449	Light green
Potable water	Dark blue	15044	A&B
Sea water (other than firemain, sprinkling and washdown)	Dark green	114062	A&B
Sewage	Gold	17043	A
Steam & steam drains	White	17886	A&B

*** COLOR CODING PIPING SYSTEMS INDEX**

A. To avoid conflict between dockside shore connections and shipboard shore connections for the same system, no color-coding of shore connection valve hand wheels is required, but label plates or plain language markings shall clearly delineate the service for each connection.

B. No color-coding.

C. Plug body shall be color-coded.

NOTE 1: For color-coding of diver life support piping systems, refer to **NAVSEA 0994-LP- 001-9010, Volume 1, United States Navy Diving Manual.**

DC-30: OPEN PURCHASE ADDRESSES and NSN#'s

Cut resistant gloves:

Lakeland Industries, Inc.
1 Comac Loop
Ronkonkoma, NY 11779
(800) 886-8010

Jomac Inc.
863 Easton Rd.
Warrington, PA 18976
(215) 343-0800

Golden Needles Knitting and Glove Co.
P.O. Box 803
Wilkesboro, NC. 28697
(919) 667-5102

Fire-fighting Gloves:

Shelby specialty gloves model STEAMBLOCKER: currently the only glove that provides thermal and steam protection, available in sizes extra small through jumbo

EXTRA SMALL- 4210-01-476-4794
SMALL-4210-01-476-5010
MEDIUM- 4210-01-476-5017
LARGE-4210-01-476-5024
EXTRA LARGE-4210-01-4765031
JUMBO-4210-01-476-5036

Damage Control Fire fighting hood:

The fire-fighting hood can be identified by its large flared bib and gold color, and is manufactured from a two-layer knit; the out layer PBI/Kevlar and the inner layer PBI/FR Rayon. NSN (8415-01-462-7670)

For open purchase manufacturers

Fire Brigade Mfg. Inc
P.O. BOX 3571
SHAWNEE, OK 74802-3571
COST \$33.00

Majestic Fire Apparel, Inc
P.O. BOX 248
Leighton, PA 18235-0248
COST \$32.00

Life Liners, Inc
10 Park Place
Morristown, NJ 07960
COST \$32.00

DC-31: REFERENCES

To maintain damage control equipment, fire fighting equipment, and hull repair the following list of references are provided to help determine the best course of action:

GENERAL SPECIFICATIONS FOR OVERHAUL OF SURFACE SHIPS (GSO) NAVSEA S9AA0-AB-GOS-010

Commander, Naval Sea Systems Command prepared General Specifications for Overhaul of Surface Ships (GSO) to provide top-level technical and administrative requirements for the modernization and repair of operational, non-nuclear surface ships built to Navy standards. GSO supersedes any locally issued specifications that are not in compliance. The intent of GSO is to ensure uniformity in workmanship and procedure.

DAMAGE CONTROL

- a. NSTM Chapter 070, Nuclear Defense at Sea and Radiological Recovery of Ships After Nuclear Weapons Explosion
- b. NSTM Chapter 074, Volume 3, Gas Free Engineering

- c. NSTM Chapter 077, Personnel Protection Equipment
- d. NSTM Chapter 079, Volume 1, Damage Control, Stability and Buoyancy
- e. NSTM Chapter 079, Volume 2, Damage Control, Practical Damage Control
- f. NSTM Chapter 079, Volume 3, Damage Control, Engineering Casualty Control
- g. NSTM Chapter 470, Shipboard BW/CW Defense and Countermeasure
- h. NSTM Chapter 505, Piping Systems
- i. NSTM Chapter 555, Volume 1, Surface Ship Firefighting
- j. NSTM 600 Water tight door and Water tight hatch maintenance
- k. NSTM 9880, Damage Control; Compartment Testing and Inspection
- l. NWP 3-20.31, Surface Ship Survivability
- m. FXP 4, Mobility, Logistics, Fleet Support Operations, Noncombat Operations, and Explosive Ordnance Disposal Exercises
- n. NAVSEA S9593-A8-PLN-010, Hazardous Material/Hazardous Waste Spill Prevention, Control and Countermeasures (SPCC) Plan
- o. NAVSEA S9593-A9-PLN-010, Hazardous Material/Hazardous Waste Spill Contingency Plan
- p. NAVSEA S5080-AA-HBK-010, Chemical, Biological and Radiological Defense Handbook for training
- q. NAVSEA S5090-B1-TAB-010, Training Aid Booklet for Damage Control Equipment
- r. NAVSEA S9593-B1-MMO-010, Stowage Aid Booklet for Damage Control

ASBESTOS/THERMAL INSULATION

- a. OPNAVINST 5100.19D Change 1: Navy Occupational Safety and Health (NAVOSH) Program Manual for Forces Afloat
- b. NSTM Chapter 635, Thermal, Fire, and Acoustic Insulation

BATTERY CHARGING

- a. NSTM Chapter 313, Portable Storage and Dry Batteries
- b. GSO, Sec 313, Storage Batteries and Servicing Facilities

FIRE RESISTANT HYDRAULIC FLUIDS

- a. NSTM Chapter 262, Lubricating Oils, Greases, Specialty Lubricants And Lubrication Systems

FUELS

- a. NSTM Chapter 541, Ship Fuel and Fuel Systems
- b. NSTM Chapter 542, Gasoline and JP-5 Fuel Systems

HAZARDOUS MATERIAL/HAZARDOUS WASTE

- a. OPNAVINST 5100.19D Change 1: Navy Occupational Safety and Health (NAVOSH) Program Manual for Forces Afloat
- b. NSTM Chapter 670: Stowage, Handling and Disposal of Hazardous General Use Consumables
- c. GSO, Sec 671: General Stowage Arrangements
- d. DOD 6050.5L/LR: Hazardous Material Information System (HMIS)
- e. OPNAVINST 5090.1B Change 1: Environmental and Natural Resources Protection Manual

HEARING CONSERVATION

- a. OPNAVINST 5100.19D Change 1: Navy Occupational Safety and Health (NAVOSH) Program Manual for Forces Afloat

MARINE SANITATION DEVICE - SEWAGE

- a. NSTM Chapter 593, Environmental Pollution Control
- b. OPNAVINST 5090.1B Change 1, Environmental and Natural Resources

Protection Manual

- c. GSO, Sec 593: Environmental Pollution Control Systems

PAINTING AND PRESERVATION

- a. NSTM Chapter 631 Volume 2, Preservation of Ships in Service Surface Preparation and Painting
- b. GSO, Sec 631, Painting

RESPIRATORY PROTECTION

- a. OPNAVINST 5100.19D: Navy Occupational Safety and Health (NAVOSH) Program Manual for Forces Afloat
- b. NSTM Chapter 074, Volume 1, Welding and Allied Processes

SIGHT CONSERVATION/EMERGENCY SHOWERS AND EYE-FACE BATHS

- a. OPNAVINST 5100.19D Change 1, Navy Occupational Safety and Health (NAVOSH) Program Manual for Forces Afloat
- b. General Specifications for Ships (GENSPECS), Sec 644c, Emergency Shower, Eyewash or Eye/Face Wash Facilities

WATER SANITATION

- a. NSTM Chapter 533, Potable Water Systems
- b. GSO, Sec 532, Freshwater Service Systems
- c. NSTM Chapter 670, Stowage, Handling and Disposal of Hazardous General Use Consumables
- d. GSO, Sec 671, Special Stowage Arrangements

WELDING

- a. OPNAVINST 5100.19D: Navy Occupational Safety and Health (NAVOSH) Program Manual for Forces Afloat
- b. NSTM Chapter 074 Vol. 1, Welding and Allied Processes
- c. NSTM Chapter 550, Industrial Gases; Generating, Handling and Storage

GENERAL

- a. OPNAVINST 5100.19D: Navy Occupational Safety and Health (NAVOSH) Program Manual for Forces Afloat
- b. DOD Pub 6050.5M and DOD Pub 6050.5-LR: Hazardous Materials Information System (HMIS)
- c. NSTM Chapter 670, Stowage, Handling, and Disposal of Hazardous General Use Consumables
- d. NSTM Chapter 510, Heating, Ventilating and Air Conditioning Systems for Surface Ships
- e. OPNAVINST 3120.32C Change 1, Standard Organization and Regulations of the U.S. Navy

DC-32: SAFETY ADVISORIES

Safety advisories increase the fleet's awareness by discussing possible hazardous situations and stating "lessons learned" to prevent the recurrence of mishaps. To access the latest effective Damage Control Safety Advisory go to the NAVSEA web site www.dcfp.navy.mil , go into the library under Naval Messages to view and/or print, or you can make requests for copies of effective Damage Control Safety Advisories by letter, message, e-mail www.safetycenter.navy.mil or call DSN 564-3520, extension 7117/7119 or commercial (757) 444-3520, extension 7117/7119. You can call 24 hours a day. Specify the afloat advisories you need by giving the advisory number and subject.