Ship’s Safety Bulletin

ISSUE #1
2016

Communications with Afloat Surface Division at the Naval Safety Center

Fleet Teams,

The Naval Safety Center’s (NSC) Surface Fleet Assessment Team is a team comprised of 13 personnel with a combined 285+ years of experience. We have Subject Matter Experts (SME’s) in Auxiliaries, Combat Systems, Damage Control, Deck, Electrical, Main Propulsion, SOH, Safety Administration and Weapons. Our team travels the globe 120-130 days per year in order to meet the requirements of OPNAVINST 5100.19, providing each ship an assessment once every 36 months.

So whether your question is to get part numbers for your safety equipment or to schedule your next AOSA, your email will be received by all personnel assigned. Using these contacts will ensure that your questions will be responded to in an efficient manner whether we are at the Naval Safety Center or out assessing the fleet.

<table>
<thead>
<tr>
<th>Assessor</th>
<th>Email</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Division Head</td>
<td><a href="mailto:Scott.noe@navy.mil">Scott.noe@navy.mil</a></td>
<td>Ext. 7133</td>
</tr>
<tr>
<td>CDR SCOTT NOE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scheduler</td>
<td><a href="mailto:James.J.Kim@navy.mil">James.J.Kim@navy.mil</a></td>
<td>Ext. 7117</td>
</tr>
<tr>
<td>LT JAMES KIM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Administration</td>
<td><a href="mailto:James.c.bostick@navy.mil">James.c.bostick@navy.mil</a></td>
<td>Ext. 7102</td>
</tr>
<tr>
<td>CDR JAMES BOSTICK</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weapons</td>
<td><a href="mailto:Roger.Eyrolles@navy.mil">Roger.Eyrolles@navy.mil</a></td>
<td>Ext. 7106</td>
</tr>
<tr>
<td>LT ROGER EYROLLES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SOH</td>
<td><a href="mailto:angela.hussey@navy.mil">angela.hussey@navy.mil</a></td>
<td>Ext. 7304</td>
</tr>
<tr>
<td>BMCS ANGELA HUSSEY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electrical</td>
<td><a href="mailto:earl.sanders@navy.mil">earl.sanders@navy.mil</a></td>
<td>Ext. 7029</td>
</tr>
<tr>
<td>EMCM EARL SANDERS</td>
<td><a href="mailto:michael.lavergne@navy.mil">michael.lavergne@navy.mil</a></td>
<td></td>
</tr>
<tr>
<td>EMC MICHAEL LAVERGNE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Combat Systems</td>
<td><a href="mailto:Gregory.Reno@navy.mil">Gregory.Reno@navy.mil</a></td>
<td>Ext. 7110</td>
</tr>
<tr>
<td>ETCS GREG RENO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Damage Control</td>
<td><a href="mailto:Jacqueline.Felton@navy.mil">Jacqueline.Felton@navy.mil</a></td>
<td>Ext. 7109</td>
</tr>
<tr>
<td>DCCS JACKIE FELTON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main Propulsion</td>
<td><a href="mailto:Reywelin.Rungduen@navy.mil">Reywelin.Rungduen@navy.mil</a></td>
<td>Ext. 7124</td>
</tr>
<tr>
<td>GSCS REYWELIN RUNGDUEN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auxiliaries</td>
<td><a href="mailto:ronald.guillot@navy.mil">ronald.guillot@navy.mil</a></td>
<td>Ext. 7105</td>
</tr>
<tr>
<td>MMC DAVE GUILLOT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deck</td>
<td><a href="mailto:michael.sweitzer@navy.mil">michael.sweitzer@navy.mil</a></td>
<td>Ext. 7108</td>
</tr>
<tr>
<td>BMCS MICHAEL SWEITZER</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

IN THIS ISSUE

Communications 1
Auxiliary 2
Combat Systems / Fall Protection 3
Damage Control 4
Deck 5-6
Electrical 7
SOH 8
Safety Administration 9

Suggested routing should include CO, XO, department heads, division officers, CMC, CPO mess, petty officers’ lounge, work-center supervisors, and crew’s mess.
Blanks provided for initials following review:

COMMANDER

IN THIS ISSUE

PG#
Auxiliary Systems

STEAM JACKET KETTLES
By MMC (SW/AW) Ronald D. Guillot
Naval Safety Center

We would like to acknowledge that most ships are doing an outstanding job as it pertains to safety and following the 5100.19 series. However, we have noticed a trend in regards to steam jacket kettles and the relief valve discharge piping in particular. We are finding that the discharge piping is either missing or does not extend down just below the deck coaming around the kettles IAW 5100.19. After completing some research, we noticed that PMS MIP series 6520, hydrostatic test of steam jacket and discharge line contains no specific line item directing the maintenance person to reinstall the discharge line upon completion of PMS. There is, however, a warning that states “do not attempt to lift relief valve if the discharge line is not installed.” Naval Safety Center will be submitting a feedback report to have a step added to include reinstalling the relief valve discharge line.

In the meantime we ask that all Work Center Supervisors hit the deck plates to verify their equipment as it does pose a significant steam burn hazard to whomever is operating the kettles. Don’t forget, when in doubt email SAFE-AFLOAT@navy.mil.
Combat Systems

FALL PROTECTION AND UNAUTHORIZED WORKING LANYARDS
By ETCS (SW/AW/IW) Gregory A. Reno
Naval Safety Center

All ships have done a wonderful job in replacing their fall protection equipment throughout the fleet IAW message DTG R 161233Z DEC 11 FM NAVSURFWARCENDIV PANAMA CITY FL. However, we are still discovering that the unauthorized plastic cover dyna-brake lanyards are being utilized as “working lanyards” during some of our Safety Assessments. We have worked with NAVSEA and the Navy's Supply System to get the correct working lanyard model number updated in the Fall Protection AEL so the correct lanyard will be received when ordered. If you do receive the unauthorized lanyard, please work with your Supply Department to get it returned and do not utilize them. The naval message above contains all part ordering information to include correct model numbers for fall protection items.

Remember, our Sailor’s safety is paramount! Please keep all of your comments and/or concerns coming.

INCORRECT TYPE LANYARDS
(BOTH WRAPPED IN PLASTIC)
During recent Safety Assessments, we have noticed that many ships are not maintaining their Shipboard Spill Contingency Plan. NSTM 593 section-8.2.2 states, “Navy policy (OPNAVINST 5100.19 Series and OPNAVINST 5090.1 Series) and procedures for shipboard management of oil require that each naval vessel develop and implement oil spill contingency procedures.” The Navy has developed a Shipboard Spill Contingency Plan Guide to aid ship’s force in developing spill contingency procedures. A copy of the Hazardous Material spill response kit instruction guide is available at: http://www.public.navy.mil/navsafecen/Documents/afloat/Surface/DC/HAZMAT_SPILL_KIT/HAZMAT_Response_Handbook.pdf

An important part of having and maintaining a Spill Contingency plan is to ensure what is stocked is IAW current directives and perform the required drills IAW the Hazardous Materials Spill response guide, sec. 1-2 (Ships shall conduct training initially at indoctrination and annually thereafter. Document at least one OHS spill response drill for each duty section annually, and have one Petty Officer qualified as Oil Spill clean-up Supervisor).

Most ships assessed are using the inventory list found in NSTM 593 vice the appropriate AEL. Although the lists are similar, NSTM 593 does not list quantities and some NSNs may be outdated. Inventory of the spill kits are listed under: Overboard Oil Spill response: (2-550024006); Sewage / CHT response: (2360044010 and 2360044011); Hazardous Material response (2-550024007).

IAW OPNAVINST 5100.19 series, the DCA shall maintain the oil spill response kit (AEL 2-550024006) and the hazardous material spill response kit (AEL 2-550024007), Inspect OHS spill kits monthly, and replenish material as required. Other DCA responsibilities are as follows: Develop and implement a spill contingency plan (SCP), using the Navy’s shipboard oil and hazardous substance (OHS) spill contingency plan guide; Train and supervise ship's damage control teams (and fire department, if used aboard) in combating spills of HM and oil; Provide training to divisions regarding reporting, initial handling, and cleanup of HM and oil spills; Maintain an OTTO fuel spill kit (AEL A006350027) to respond to OTTO Fuel Spills.

Hopefully, this gives clarification on what the program entails so we can be ready for any casualty, anytime.
Deck

LIFE LINES AND GUARD LINES

By BMCS (SW) Michael Swietzer
Naval Safety Center

The number one safety discrepancy for Deck during safety assessments is the life line/guard line systems on board the ship. The Kevlar life lines, synthetic/chain life lines and guard lines are one of the single most important and overlooked safeties on board the ship.

- SYNTHETIC LIFE/GUARD:
  - Synthetic lines are required to be made of 5/8” line with a 5/16” anchor shackle and a 4 5/8” snap hook with a weight test of 5,000-lbs. The length of the line should be no greater than six feet, with no more than 3/4” slack per linear foot. This will allow the proper catenary for ease of removing the snap hook when required. Five-eighths inch (5/8”) diameter polyester line Mil. Spec. MIL-G-30500 or 3-strand nylon line per MIL-R-17343 shall be used.
  - When employing synthetic rope, the length of line necessary to achieve minimum sag shall be measured only after the line has been subjected to a minimum of six initial pulls of not less than 30 percent of the rated breaking strength of the line in order to assure that the "construction stretch" is imparted prior to fitting the rope. Maximum length of openings protected by line or chain shall not exceed 72”.
  - For access in way of jet engines, gun or missile blast, and heat areas, 7/16” CRES wire line with CRES end-fittings in CRES life rails, lifelines, or hatch guard openings shall be used.
  - Access guards of chain shall incorporate a 3/8” connecting link, type II, grade C, on each end and a 1/4” galvanized steel chain type I, grade C, conforming to Fed. Spec. RR-C-271 in addition to the above. Chain shall not be used on weather deck areas subject to EMI or IMI requirements. Access guards of synthetic or wire line shall use a terminating eye piece at each end in addition to the above, with a 3/8” anchor shackle, screw pin.
Why are these requirements so important? If the guard line is not maintained IAW PMS MIP 6121 series, NSTM 600 and GSO 612, one of our Sailors, or even you, could possibly become a “man overboard” or if these guard lines (chain or synthetic) are around hatches and ladders have the wrong fittings, fittings that are excessively corroded, or not installed at all, a Sailor could easily hurt themselves.

The best practice is to walk your ship and verify all life lines and guard lines are IAW all instructions and that the maintenance is being done properly.

As you are constructing the synthetic life lines and guard lines always refer back to the NSTM 600 v3 and GSO612D for proper construction pull. DO NOT rely on tribal knowledge and the infamous phrase, “This is how we always do it”. These are both the foundation for setting yourself up for failure and teaching our new Sailors bad habits. The right process might take a little longer, but will prevent more work in the future. The long lasting benefits to you and your shipmates will always outweigh any possible short cuts!

**NSN:**

**SNAP HOOK: 5340-01-446-9461**

**Connecting Link: 4030-00-282-4885**
Electrical

GALLEY "FAIL SAFE" THERMOSTATIC SAFETY SWITCHES
By EMC (SW) Michael Lavergne
Naval Safety Center

Often overlooked, the fail-safe galley thermostatic switches can be the difference between localizing a fire to the galley or allowing it to spread into the ventilation system and other compartments. These thermostatic switches are located at intervals of one per transition piece of exhaust ventilation for the grease interceptor hoods in the galley behind or above false overheads. If the switches are difficult to access or not accessible at all, submit a work request to have the proper access panels installed to allow for maintenance.

These switches are calibrated to close and shutdown the grease interceptor hood dampers and fans when the temperature reaches 250-degrees Fahrenheit. This serves to isolate and prevent the fire from spreading in the duct system caused by heat-producing galley equipment. Calibration of these switches used to be conducted by work center EE02 using MIP 5121/016 A-12. However, the "A-12" no longer exists. Maintenance is now covered under PMS MIPs 5121/004 for surface ships, 5121/065 series for CVNs and 5121/005 for PCs as "unscheduled maintenance".

The maintenance requirement provides specifications for calibrating the fail-safe thermostatic switches and directs the primary work center to coordinate with the ship's gauge calibration work center on mandatory related-maintenance checks MIP 9801/002 U-30 or U-7.

Only a certified gauge calibration Petty Officer with the applicable NEC may perform this check. If you don't have one aboard your ship, submit the job to your FMA (fleet maintenance activity) so an outside activity may perform the maintenance.

A calibration recall list (CRL) is provided to the gauge calibration Petty Officer from the Type Commander and should have all associated shipboard calibration items listed with associated periodicities, but there are cases where some safety switches are not accounted for.

Electrical division work center supervisors should identify all fail-safe thermostatic switches associated with all Gaylord hoods and ensure they are listed on the shipboard CRL maintained by the gauge calibration work center as these switches require annual calibration. Out-of-calibration galley thermostatic switches are a common safety survey discrepancy. Do you know where your fail-safe thermostatic switches are and when they were last calibrated?
Safety and Occupational Health (SOH)

HEAT STRESS SURVEY EQUIPMENT
By HMCS (SW/FMF/AW) Angela G. Hussey
Naval Safety Center

Ships are doing a good job with replacing their heat stress equipment throughout the fleet IAW message DTG R 291557Z AUG 13. However, we are discovering that some ships still have the model RSS-220 Wet Bulb Globe Thermometer onboard as their only source of heat stress survey equipment. Replacement parts for the RSS-220 are no longer available through the supply system. The replacement meter for the RSS-220 is the QUESTemp 48N available under NSN 6685-01-584-0785 and will be a three-year calibration requirement, like the model RSS-220.

PMS for the QUESTemp 48N is available under MIP series 4361. Ships with the Automated Heat Stress System (AHSS) are required to have at least one heat stress meter and two if the ship does not have AHSS installed. Remember, our Sailor’s safety is paramount! Please keep all of your comments and/or concerns coming. Don’t forget, when in doubt email SAFE-AFLOAT@navy.mil.
Safety Admin

MOTORCYCLE SAFETY REPRESENTATIVES
By LCDR James Bostick
Naval Safety Center

Command Motorcycle Safety Representatives (MSRs) have improved on maintaining and tracking their ESAMS data for their motorcycle riders over the past year. However, it appears that most do not realize ESAMS is only half of the requirement for data tracking.

IAW the OPNAV 5100.12 series, commands shall establish a motorcycle mentorship program to promote rider education, safety, and training. Commands should tailor the motorcycle mentorship program to address the individual commands’ training requirements, ridership, local area, and resources. MSRs shall also maintain CURRENT information for the military riders in their command (whether riding on or off base) to include: accurate list of motorcycle riders; type of motorcycle ridden or owned; state driver’s license information (m-class endorsed); vehicle registration; proof of insurance; and copies of completion cards for all motorcycle safety courses attended.

Far too often we find expired registrations and insurance data, expired driver’s license information and even driver’s licenses without motorcycle endorsements. While ESAMS tracks rider information to include all training courses completed and the type of motorcycle ridden by the individual, it does not track licensing, insurance, and registration information.