

FLASH

Factual Lines About Submarine Hazards

August 2002 - September 2002

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Welcome Aboard

Welcome aboard CDR Donald Ciesielski. CDR Ciesielski reports to the Naval Safety Center as Director of Afloat Safety Programs, Code 30. CDR Ciesielski entered the Navy in 1974 and advanced through the ranks to chief petty officer. Commissioned as a limited duty officer in 1986, his previous duty stations include: CO of Shippingport (ARDM-4); operations director, Naval Submarine Base Kings Bay; USS Dwight D. Eisenhower (CVN-69); Resolute (AFDM-10); USS L. Y. Spear (AS-36); Waterford (ARD-5); USS Kalamazoo (AOR-6); USS Mount Whitney (LCC-20); USS John F. Kennedy (CV-67); USS Plymouth Rock (LSD-29). You can reach CDR Ciesielski at (757) 444-3529 Ext. 7127 (DSN prefix 564), or e-mail at dciesielski@safetycenter.navy.mil.



8K Hertz Audiograms

HMCS(SS/SW) Flannery

How long have we often done something routinely, only to find out it has not been required for several years? Recently, CDR Glen Rovig, MSC, Operational Audiology Officer at NEHC (Navy Environmental Health Center), inquired about the practice of testing sonar technicians in the 8,000 hertz (Hz) range. Specifically, why are we still insisting on testing them in the 8K range? My first response was "Because we are required to." This is where I, like many of my peers, have not kept up with the ever-continuing changes to instructions. Here is why CDR Rovig asked. The Navy has recently incorporated the DOEHRS-HC (Defense Occupational and Environmental Health Readiness System) as an automated information system designed to support hearing conservation (HC) in all four military services. As stated in NEHC's web site (<http://www.nehc.med.navy.mil>), "DOEHRS-HC has taken its place as a standard tool for hearing conservationists and the occupational medicine community. Well into its second year of field use, it is now well established at Navy and other service medical treatment facilities worldwide, including ships with on board test capabilities."

To test in the 8,000 Hz range, the technicians operating this system, must make substantial changes to the default test methodology, which can be time consuming and difficult to do. Additionally, keep in mind that all four of the other military services use DOEHRS, and none of the other services require testing at 8K Hz. So, what should be done?

Let's look at the requirements for 8K Hz testing. The Manual of the Medical Department, OPNAVI NST 5100.19D (w/ change 1), and NEHC TM 6260.51.99-1 (Navy Medical Department Hearing Conservation Program Procedures) have no specific articles or reference for testing of submarine sonar technicians. However, in the Navy Enlisted Manpower and Personnel Classifications and Occupational Standards Manual, NAVPERS 18068F (Chapter 74), I found the special physical requirements for submarine sonar technicians. Here is how it reads:

SPECIAL PHYSICAL REQUIREMENTS

Normal color perception. Refer to Chapter 15 of the Manual of the Medical Department, U.S. Navy for details on color perception requirements.

Minimum auditory requirements:

	STS				
Hertz	500	1000	2000	4000	8000
ISO	35	30	30	40	45

Audiometric testing at 6,000 Hz may be substituted for submarine sonar technicians when testing at 8,000 Hz is impractical. The minimum hearing threshold level (HTL) at 6,000 Hz should be 40 dB (ISO scale). When the HTL exceeds 40 dB at 6,000 Hz, but is within specifications at all other frequencies, including 8,000 Hz, the 6,000 Hz deficit may be disregarded.

Maintaining the hearing conservation program is a continuous task. The DOEHRS-

HC system has made this program easier for everyone to manage, especially since we no longer have to fill out the forms or input the data in to the audiometric testing devices ourselves. Since testing 6K Hz has been an acceptable alternative to 8K Hz for many

years, now is the time to ensure we all understand the correct requirements. BZ to CDR Rovig for asking the question and saving all of us the extra bit of work that we all thought we still had to do.

Fluke Multi-meter Recall

ETC(SS) Houck

ALSAFE 016/02 (COMNAVSAFECEN 261435Z AUG 02) advises that the Fluke Corporation is recalling fluke multi-meter models 175, 177, and 179. The affected



multi-meters have a significant time delay in displaying actual AC voltage readings. This delay can lead to misinterpretation of displayed readings by the user thus causing risk of electrical shock.

The recalled models are yellow and black, have "Fluke" and "175", "177", or "179" on the front, and serial numbers below 79000000 (on back of meter under the hinged stand).

Commands with affected multi-meters should contact the Fluke Corp.

Phone: (800) 260-4819.

E-mail: service.status@fluke.com.

Further information on the product recall can be found on their website at

<http://www.fluke.com/170recall>.

Floating Life Line Update

FTCM(SS/SW) Clements

We have received many inquiries about the reference drawing (**NAVSEA DWG 804-5000915 REV A**) not being available in the ATIS system. After contacting the planning yard, we discovered the drawing inadvertently was left out of the ATIS digital database. The planning yard has resubmitted the drawing to

the contractor for inclusion into the next distribution of the ATIS CDs. The stock numbers of all material needed to construct or repair your float lines are listed on **AEL 2-330023039**. The drawing for SSN-21 class floating lifeline is **NAVSEA DWG 612-6408925**.

Eye-deal Eyewash Stations?

MMC(SS) Shull

How many times have you, through your daily work routine, passed by emergency eyewash stations on a pier? How many times have you noticed the lack of PMS on the same eyewash stations, or worse yet, the lack of fluid? Were they clearly marked?

Recently we, at the Naval Safety Center, had the misfortune of finding several eyewash stations with the above problems. Take a close look at Figure 1 to the right. My colleague is pointing out the current fluid level. The white sticker directly above his finger is the fill line.

Let's review some of the basic requirements for maintaining eyewash stations.

I AW **OPNAVINST 5100.23F**, Navy Occupational Safety and Health (NAVOSH) program manual, all Navy activities with personnel having exposure to eye hazardous operations are required to implement a sight conservation program. Emergency eyewash facilities/stations are a part of this program. All activities are required to service these same eyewash units quarterly or per the manufacturer's recommendations, whichever is more frequent. This maintenance includes, but is not limited to, cleaning the unit, replacement of fluid, and checking for proper operation.

I AW **OPNAVINST 5100.19D**, approved emergency eyewash equipment shall be capable of flushing the eyes with potable water at a minimum flow rate of 0.4 gallons per minute for 15 continuous minutes.

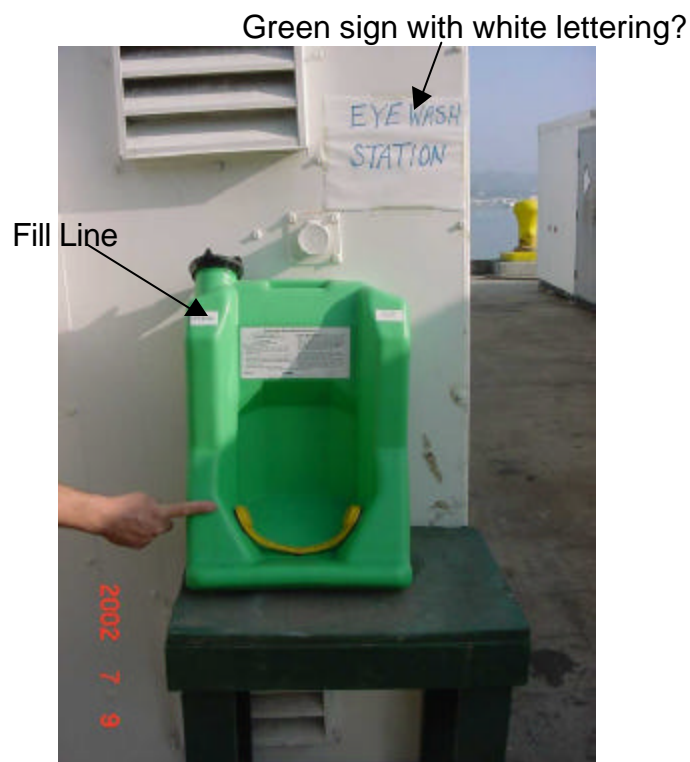


Figure 1

All emergency eyewash equipment must be maintained through the Planned Maintenance System (PMS). Eyewash stations must also be clearly marked with a green sign with white lettering stating "EMERGENCY EYEWASH STATION." The signs must be posted in a visible location close to the eyewash unit.

Report all discrepancies like this to the command safety officer for action. He in turn should report the discrepancy to your squadron. By doing your job, you make their job easier. Remember, they're your eyes: you may not get a second chance.

Dive Reporting System Update

MMC (SW/DV) Gest

The Windows-based Dive Reporting System (DRS) program, version 5.1.3, was mailed out on 5 September 02, and is available for download from the Naval Safety Center's (NSC) web site (<http://www.safetycenter.navy.mil/afloat/diving/default.htm>). We are already working an upgrade (version 5.1.4) due to problems with viewing command smooth logs (CSLs), and the compression routine, which randomly leaves out dives from the database when creating DRS reports. When we release 5.1.4, transition will be mandatory and should be accomplished immediately. To determine what version of DRS you have, go to "Help" on the "Title" screen menu-bar and click on "About DRS."

The Windows-based DRS program has passed security certification and is currently going through NMCI certification. You can request a copy of the security certification documentation (SSAA) by contacting the Safety Center or by going to our DRS download page on our web site.

To make good use of feedback from the fleet, I've included a troubleshooting guide that includes problems the fleet has encountered. Most of these problems were fixed in the 5.1.3-upgraded. Commands that are already running the program should only have to replace their DRS.EXE file when version 5.1.4 comes out.

Troubleshooting guide:

Command Smooth Logs (CSL) and Personal Dive Logs (PDL) don't print:

This problem was fixed in version 5.1.3, but viewing CSLs with 5.1.3 bogs down computers so much that it appears to lock up

the program. Commands are reacting by using their 'Task Manager' to shut down DRS before a view of the log appears on their screen.

A temporary fix is to select small time periods when viewing logs. A permanent fix, which will speed up the viewing process, will be released with version 5.1.4. This patch should be available by early November. ***The Start Date and End Date are left off the PDL:***

No solutions yet. Recommend writing in dates by hand after the logs are printed. ***Dives sent to the Safety Center do not have a 'Y' in the Sent column of the Approve Dives screen:***

Fixed in version 5.1.3.

The use of maximize/minimize button in the upper right-hand corner of the Title screen may make it crash:

Fixed in version 5.1.3.

How to enter dive data for a standby diver that entered the water during a dive:

On the 'Team Selection' tab, select your dive team, putting standby diver in the standby diver box and then hit the 'Accept Team' button. Next, enter the 'Equipment Data' tab, right-click on any diver's name in the 'Name' column and click the 'Add Dive' option that comes up. This brings up a list of all divers and allows the standby diver to be added to the data grid for data entry.

Standby diver is not listed on the CSL:

Fixed in version 5.1.3.

The 'Repet' check box, on the Decompression Table selection box, stays checked:

Fixed in version 5.1.3.

The pictures printed on CSLs and PDLs do not fit on the logs correctly:

We haven't figured this one out yet, but we are working on it.

Attempting to enter dives results in an error message that reads, "Critical run-time error has occurred in form frmDiveTab full_team info error #94: invalid use of null":

This is fixed in version 5.1.4. In the mean time, go into each of the 'Templates' and update them to fit your command. When finished, click 'OK' to accept the changes. You should not get the error message anymore.

Unauthorized users could view diver's info:

Fixed in version 5.1.3.

The following error message appears when 'Accepting Dives' on the 'Team Selection' tab, "DRS Fatal Error...Form frmDiveTab CmdOK_ Update Error #-2147217900 (Description: Syntax error (missing operator) in query expression...)":

Version 5.1.3 does not allow use of single quote marks (') in the dive description

block during column changes. This is fixed in version 5.1.4.

During recent safety surveys, it was noted that the commands had not sent dives to the Naval Safety Center for up to two years. In addition, the service records of the command's scuba divers were missing dive request documentation. If the PSD managing your service records were to conduct an audit, every diver on board would stand to lose a significant amount of dive pay (money):

Two solutions: First, personally follow up on service record entries. Even if PSD says requests have been entered, send someone over to verify. I've personally seen where PSD said requests were entered and a visual inspection proved otherwise.

Second, make sure dives are reported to the Naval Safety Center. Personal dive histories (PDHs) can be requested from the Safety Center and used to support proof of dive requests.

That's it for now. Keep the feedback coming in, dive safe, and report your dives. ☒

What to do, what to do?

MMCS(SS) Downham

That's the question I get asked numerous times a month when shipmates in the fleet order a part and get the wrong one, or something has an expired shelf life when they receive it from supply, or for various other reasons. I've decided to write this article to help those shipmates who frequently find themselves in the same situation but don't call.

Now to answer that age-old question, we have to turn to folks in the supply world. (Yes, we have to!) They are the subject matter experts when it comes to submitting the infamous Product Quality Deficiency Report (PQDR), NAVSUP Form 368, or the Report of Deficiencies (ROD), NAVSUP Form 364. The PQDR and ROD is used to inform Naval Inventory Control Point (NAVICP) of product deficiencies within the

fleet supply system. For example, if you use an OBA canister during a fire drill and it only lasts for 10 minutes, you the Sailor would submit a PQDR. If you ordered a CO2 fire extinguisher hose and horn assembly under the right NSN but received a different assembly, the ROD would be used. The PQDR can be obtained from your supply department or from the web site. (<http://www.navicp.navy.mil/qdr/newqdr.htm>).

This website will also allow you to research the status of PQDR's previously submitted for action. Instructions for filling out the PQDR is under NAVSUP 4440.187 and for filling out the ROD can be found in SECNAVI NST 4355.18. The PQDR and ROD can be submitted for all NSNs throughout the Navy not just for damage control equipment. So, pass the word shipmate and raise the bar on the standards.

The Chicken-head Award

MMC(SS) Shull



The Chicken-head Award is dedicated to those unexplained and sometimes even bizarre items we have seen during our travels. If you would like to submit photos for Chicken-head Award consideration, contact me at (757) 444-3520 Ext. 7091 (DSN 564), or e-mail at jshull@safetycenter.navy.mil. We will not publish who or where the photo was taken (the intent isn't to embarrass anyone). The whole idea of this is to help keep submarines aware of potential hazards and to clean up our own mess before someone else does.

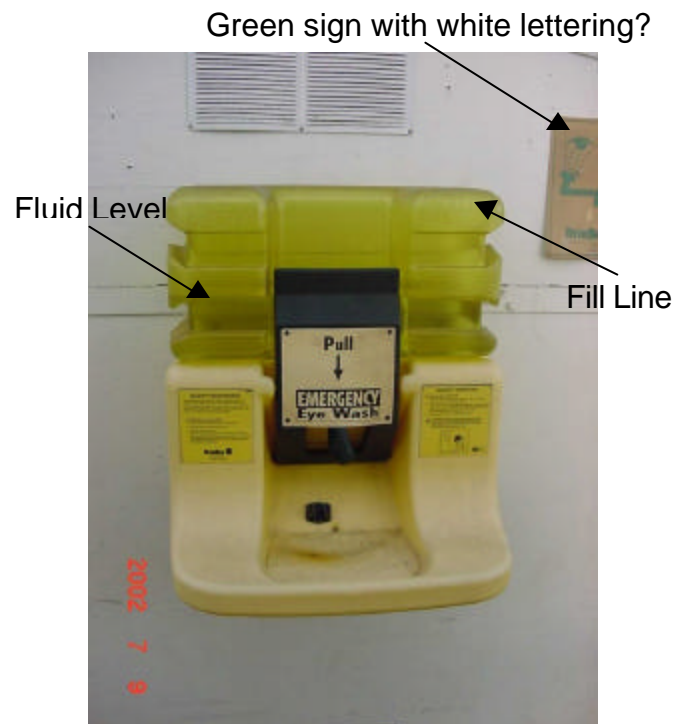
Yes, we have a winner (if only you could still see)!! Do we honestly believe that this eyewash station could possibly meet all the requirements pointed out on pg. 4 and its references?

We found this eyewash station and the one on pg. 4, Figure 1, on the same submarine pier during one of our surveys.

What do you think the real issue is?

1. Someone was really thirsty.
2. We need to teach the local birds how to take submarine showers.
3. PMS was just not accomplished.

They both were obvious choices to be our newest Chicken-head award winner.



Effective COMNAVSAFECEN Submarine Safety Advisories

For 2002

17-00	201959Z DEC 00	Contract Liberty Boat (Water Taxi) Safety
14-01	281345Z DEC 01	Transferring Oily Waste
1-02	021945Z JAN 02	Effective COMNAVSAFECEN Afloat Safety Advisories for Surface Ships and Submarines
3-02	241315Z JAN 02	GPS and Charts
5-02	041645Z MAR 02	Possibly Defective OBA Canisters
6-02	052035Z MAR 02	COMNAVSAFECEN Security Clearance Information
8-02	201255Z JUN 02	Possibly Defective OBA Canisters

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

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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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