

*The Submarine Division of the Naval Safety Center Presents:*

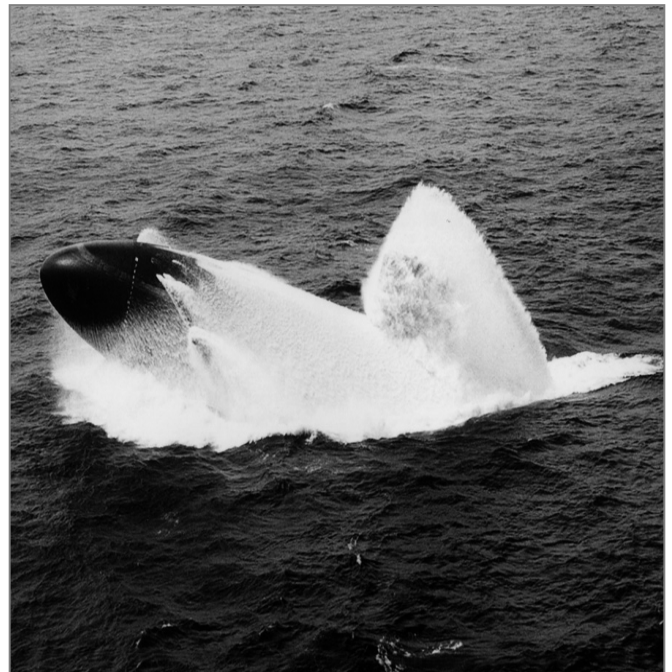
# FLASH

## Factual Lines About Submarine Hazards

March 2003 - April 2003

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### ***Farewell***

We, at the Naval Safety Center, must bid a fond "adieu" to one of our own. HMCS(SS) Brett Darnell has been serving as submarine safety analyst, operational risk management facilitator and publications and information coordinator. We extend our best wishes to Mr. Darnell and his family. A parting thought: *"Change is the law of life. And those who look only to the past or present are certain to miss the future."*



# **“Trendy” PMS Completion Rate?**

**ETC(SS) Houck**

Our PMS completion statistics (taken from various PMS-related items on our submarine safety survey checklists) show a downward trend in the submarine force from 2001 to 2002 (70% completion versus 62%). Of the seven areas listed, only two areas showed improvement (combat systems and

electrical/electronic). The one area that should concern every submariner is damage control PMS completion (dropped from a lousy 52% completion rate in 2001 to a horrific 36% in 2002). As submariners you have to “live with”, or should I say, “DIE WITH” those numbers.

**2001 PMS Statistics**

AREA	NOT COMP	COMP
COMBAT	17%	83%
DAMAGE CONTROL	48%	52%
DECK	41%	59%
DIVERS	0%	100%
ELECTRICAL/ELECTRONIC	44%	56%
MECHANICAL	7%	93%
MEDICAL	14%	86%
	30%	70%

**2002 PMS Statistics**

AREA	NOT COMP	COMP
COMBAT	8%	92%
DAMAGE CONTROL	64%	36%
DECK	57%	43%
DIVERS	14%	86%
ELECTRICAL/ELECTRONIC	24%	76%
MECHANICAL	42%	58%
MEDICAL	24%	76%
	38%	62%

**Atlantic Fleet 2002**

AREA	NOT COMP	COMP
COMBAT	10%	90%
DAMAGE CONTROL	55%	45%
DECK	64%	36%
DIVERS	12%	88%
ELECTRICAL/ELECTRONIC	22%	78%
MECHANICAL	38%	63%
MEDICAL	8%	92%
	32%	68%

**Pacific Fleet 2002**

AREA	NOT COMP	COMP
COMBAT	5%	95%
DAMAGE CONTROL	78%	22%
DECK	54%	46%
DIVERS	25%	75%
ELECTRICAL/ELECTRONIC	26%	74%
MECHANICAL	48%	52%
MEDICAL	42%	58%
	46%	54%

## **Divers Note**

**BMC(SW/DV) Hardgraves**

A submarine scuba diver seeking information about his personnel dive history (PDH) recently visited the Naval Safety Center. In his estimation, he had performed about 50 working dives which should be reflected in his PDH. To his surprise, his file only contained the dives he had

performed in scuba school and half a dozen working dives.

To correct this discrepancy, he will have go through his personal dive log and resubmit the missing dives. If his personal log has not been kept up to date, he will have to contact his previous commands in the hope that the information is still on file. An

"iffy" situation at best. Some possible ramifications of this situation are loss of qualifications and pay if the information can't be corrected. It is imperative that you, as divers, dive supervisors, and diving officers, insure that the proper documentation is being completed, routed, and submitted to the Naval Safety Center in a timely manner. The bottom line is that the person performing the dive is ultimately responsible for his or her own diving records.

This brings up the next topic, the Dive Reporting System (DRS). The new version of DRS 5.1.5 is available on our web site [www.safetycenter.navy.mil](http://www.safetycenter.navy.mil) for download or you can complete the online order form and we will send it via mail. We highly recommend updating to the latest version ASAP. When you have updated to the new DRS, ensure that you perform the UIC/command name maintenance and thoroughly go through the personal

information (especially the SSN data). The default SSN is 999-99-9999, and we have been receiving dives with this number in the data field. A diver's SSN is his/her identifier in our system. If you fail to provide the correct information there is no way for us to retrieve his/her PDH.

The last topic is non-critical gauges. An example of a non-critical gauge is a scuba bottle, hand-held bottle gauge. If you purchase a new bottle gauge and wish to put it in service, you must identify it as a non-critical gauge. We also strongly recommend you calibrate the gauge prior to initial service then attach a no-cal required sticker. Maintain documentation such as in-service date and serial number in an auditable manner for the life of the gauge. The gauge can be kept in service until damaged or suspected of inaccuracy at which time it will have to be recalibrated or disposed of. Refer to MIP 5921/32 for more guidance. "Dive Safely!"

## ***"Exit, Stage Right!"***

**MMC(SS) Nixon**

Recently, during several surveys, numerous issues came up regarding the requirement to have two brows for egress on a ship in dry-dock. In NAVSEA 0902-018-2010, General Overhaul Specifications for Deep Diving SSBN/SSN Submarines (DDGOS), section 9020-3, states:

*"Brows, gangways, or ramps from the ship-to-shore or ship-to-ways or to dry-dock side, shall be provided in sufficient number to permit the rapid egress, under emergency conditions, of all personnel on board. At*

*least two separate means of egress from the ship, and at different locations on the ship, shall be maintained. Routes of escape leading to exits shall be clearly marked and shall be lighted with a source of lighting power independent of either shore power or ships normal lighting system power."*

As supervisors you should never take "no" for an answer if you see a problem. "An ounce of prevention is worth a pound of cure!"

# **WESS 1 Injury and Occupational Illness Reporting**

## **HMCS(SS/SW) Flannery**

ALSAFE 022/02 (COMNAVSAFECEN 261815Z NOV 02) & ALSAFE 014/03 (COMNAVSAFECEN 041405Z APR 03) announced the injury and occupational illness reporting requirements using the Web Enabled Safety System (WESS). You can find copies of both messages on our secure website: <https://138.139.49.5/messages/alsafe/default.htm>. This change to reporting is a result of ALNAV 0063/02, Reducing Lost Time Due To Injuries. In support of the ALNAV, all injuries (including military off-duty and motor vehicle injuries) and occupational illnesses preventing personnel from performing regularly scheduled duty (work) for one to four days will be reported to the Naval Safety Center daily. To accomplish this tasking, the Naval Safety Center developed the Web Enabled Safety System (WESS 1). WESS 1 allows command safety representatives to work online in real time to report lost workday injuries and occupational illnesses.

A lost workday (LWD) injury or illness is one preventing a person from performing duty or work for one or more days beyond the day or shift of injury or onset of illness. The clock for a lost workday starts after 2359 on the day of injury. Therefore, the Sailor must miss all of the day after the injury. This includes assignment to the Binnacle List or sick in quarters (SIQ). If the person is in a light-duty status or performs some work (even though not his or her normal job) it is not lost-work-time. All

lost time while underway is considered lost-work-time.

Afloat commands will report one to four lost work day cases (LWD)(except afloat special case mishaps) daily or as feasible, using the WESS 1 reporting system and continue to report five or more LWD cases and all afloat special case (electric shock; hazmat, chemical, and toxic exposure; and back injury) mishaps according to Chapter A6 of OPNAVINST 5100.19D (w/chg. 1). This is what you've been doing all along with mishap reports. There are no provisions in WESS 1 for reporting property damage.

If you guess wrong at the beginning and enter an injury in WESS 1 that turns out to be greater than five lost work days, you need to submit a message report and include the WESS 1 "case number" in the narrative section. That way we can delete the WESS 1 record so we don't double count the event.

WESS 1 is a menu-driven, online data-entry, and data-retrieval system. It is available for use and mandatory reporting for all Navy activities started 1 January 2003. WESS 1 collects lost work time not previously collected on afloat military personnel. Although afloat military lost work time of five days or more was documented using the mishap reporting system in OPNAVINST 5100.19D (w/chg. 1), there was no requirement to report injuries and occupational illnesses resulting in 1 to 4 lost workdays and this information hasn't been captured. DOD and SECNAV lost workday

reduction efforts now require documentation on all civilian and military lost workdays.

We recommend each command designate an adequate number of command safety organization personnel (enough to facilitate daily data entry) to obtain a WESS 1 account. WESS 1 entry and report retrieval is password protected. Many commands have already designated command safety personnel and obtained WESS 1 accounts. Note: DOD information assurance instructions require login accounts by individuals. They can obtain WESS 1 accounts by visiting the Naval Safety Center web page at [www.safetycenter.navy.mil](http://www.safetycenter.navy.mil) and selecting "online reporting" from the upper left corner of the homepage. Then select "request account" and fill out as appropriate. After approval, we will e-mail the required login instructions directly to the individual.

Since 1 January 2003 we have made enhancements to WESS 1. These include:

- A function for the recording activity (i.e., the activity who entered the record into the system) to download the same data it submitted. This data can be imported into a document, spreadsheet, or database etc. for statistical analysis, quality assurance or records purposes. When someone logs onto WESS 1, they can select the injury/occupational illness report menu under reporting options and follow the instructions. Reports currently available include:

- (1) ASCII text file download of Navy injuries and occupational illnesses.

- (2) Navy injury and occupational illness log - formatted report.

- (3) Annual report of Navy occupational injuries and illnesses - formatted report.

- (4) ASCII text file download by activity and date.

- There is now a function to enter first-aid and no-lost-time cases. First-aid case entries apply only to Navy civilian personnel in accordance with OPNAVINST 5100.23F, Navy Occupational Safety and Health Program Manual. No-lost-time case entries are required for shore activities but may be used by afloat commands to document all mishaps and injuries.

- Several reference items have been added. There is now an expanded list of frequently asked questions (FAQ), a glossary of WESS terms, a process control number list with job or activity code definitions, a list of Bureau of Labor Statistics (BLS) codes for injuries and illnesses, a personnel protective equipment (PPE) list, and a data dictionary with database sequencing information.

- There is now a function to ask if the person involved is permanently assigned to a shore activity or an afloat command. This allows the selection of mishap location independently, and accommodates entries for a civilian working on a ship or afloat military working ashore.

The afloat point of contact is Mr. Steve Scudder. Tel: (757) 444-3520 Ext. 7115 (DSN prefix - 564) or e-mail: [steve.scudder@navy.mil](mailto:steve.scudder@navy.mil).

## **Corrections/Updates**

**CORRECTION TO FLASH (Jan 03-Feb 03):** In the article, "*Combat System Deficiencies*", the physical security AEL was incorrectly listed. The correct AEL is 2-

320024503. In the article, "*General Departmental Deficiencies*", the bilge baffle door print number was incorrectly listed. The correct print number is 4556844.

## **Poison Control Labels**

**HMCS(SS/SW) Flannery**

During a recent safety survey training session, we found the new poison control center number affixed to the antidote locker in a new way. Our fellow corpsman used the stickers he received from the poison control center.

All you have to do is call the poison control center and they will send you as many as you want. Additionally, they will send the same information on magnets to pass out to the crew for home.



## **Head Protection**

**FTCM(SS/SW) Clements**

Recently, during a submarine safety survey, I was inspecting the contents of the boat's helicopter transfer bag. Everything was according to the Allowance Equipage List (AEL) until I ran across several commercial bicycle helmets (see page 7). The COB informed me that squadron had approved the commercial bicycle helmets to be used in place of the cranial helmets listed on the AEL. The bicycle helmets were commercial, off-the-shelf products, bought locally and

did not have any American National Standards Institute (ANSI) rating! I had not heard of any commercial helmet being authorized to replace the cranial helmet so I contacted NAVSEA. They confirmed that the cranial helmet listed on the AEL (2-330023065) is the only head protection authorized for submarine use. Don't take anyone's word on what is or is not approved for use. Ask them to provide you the written reference that says it is approved.

# **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 [jeffery.shull@navy.mil](mailto:jeffery.shull@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.

We found this commercial bike helmet during one of our safety surveys. An obvious choice to be our newest Chicken-head award winner.

What is the real issue?

1. Someone used ingenuity.
2. If it's in the supply system it must be approved for use.
3. It looks better than the existing helmet.
4. Not IAW the applicable AEL.

Remember, if it's not on the AEL; don't use it as an "acceptable substitute."



## **Welcome Aboard**

Welcome aboard to ETCS(SS) Peter L. Monsam. Senior Chief Monsam reports to the Naval Safety Center as Electrical/Electronic and Mechanical safety surveyor in Code 38. Senior Chief Monsam's previous duty stations include: Cheyenne Mountain Air Force Station, Colorado Springs, CO.; COMSUBLANT TRE Team;

USS MINNEAPOLIS SAINT PAUL (SSN 708); USS BOISE (SSN 764); Naval Computer and Telecommunications Command, Washington D.C.; USS ALBUQUERQUE (SSN 706); USS PINTADO (SSN 672). You can reach ETCS(SS) Pete Monsam at (757) 444-3520 Ext. 7098 (DSN prefix 564), and e-mail at [peter.monsam@navy.mil](mailto:peter.monsam@navy.mil).

# Effective COMNAVSAFECEN Submarine Safety Advisories

17-00      201959Z DEC 00      Contract Liberty Boat (Water Taxi) Safety

1-03      071425Z JAN 03      Effective COMNAVSAFECEN Afloat Safety Advisories for Surface Ships and Submarines

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](#) link.

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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 are 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.*

## THE SURVEYORS

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