

or exhaust, and ready service ammunition.

- Have a minimum 15-degree incline to ensure drums will jettison regardless of list or trim.

- Have a fusible link (nylon strap) installed in the securing chain. In case fire prohibits access to the quick release, the drums will jettison when the link burns.

- Have sufficient clearance available to allow a drum with spigot to roll off the rack.

- Have the release handle painted red, in an accessible area at least 40 feet from the rack.

- Have a coaming installed around the rack so that liquid within the coaming will flow out over the side.

- Have caution and no-smoking signs prominently displayed.

Reference: NAVSHIPS Drawing 810-4444641.

If You Don't Know What It Does — Don't Fool With It.

GUNNERS mates onboard a DD were flushing out the ship's sprinkler system and were in a hurry to finish. One man was preparing the secondary sprinkler system for flushing while the other man was above him at the valve control board. The lower man hollered up to "open the valve." The man working above him did just that, but he erroneously opened the *primary sprinkler system valve*.

Be it a valve or whatever, if you don't know what it does, DON'T FOOL WITH IT!

It's Fall Again and There's a CHIL in the Air

NAVY Fleet Material Support Office, Mechanicsburg, PA has completed distribution of the new

CHIL (Consolidated Hazardous Item List), NAVSUP publication 4500, dated 1 July 1973. The intent of CHIL is to provide storage, handling, and disposal requirements for certain supply items reported to FMSO (Fleet Material Supply Office).

These items have inherent characteristics that are considered hazardous to life or property and should be specifically identified during normal transportation, storage or handling operations. This new publication supersedes NAVSUP publication 4500 of 1 July 1972 and is available under (Cog I) FSN 0588-005-0000.

"Cargo Hook RF - Burn Prevention"

THE OCCURRENCE of RF (radio frequency) burns from contact with ship rigging, particularly crane or boom hooks, has increased with the use of 1000-watt communications transmitters. The RF emissions from either a 35-foot whip or a wire fan antenna radiating more than 500 watts in the 2 to 30 MHz frequency range may be sufficient to excite rigging. A high RF voltage can be induced when the rigging dimensions are comparable to those of an efficient high-frequency communications receiving antenna. If the RF voltage exceeds 140 volts, contact may result in a burn.

To prevent RF burns, insulators should be installed between the hook and the wire-rope rigging. These insulators are available in three load ratings.

Load	Federal Stock Number
15-ton	2H-4010-413-2118
30-ton	2H-4010-413-2119
50-ton	2H-4010-413-2120

To determine whether an insulator is needed, the hook voltage must be measured.

Transmitting antennas suspected of causing RF voltage should be energized on several frequencies over the frequency range of the antenna. Various boom and hook positions should also be tried to determine the maximum voltage. Any hook voltage measurement that exceeds 140 volts is justification for installing an insulator.

All voltage measurements must be made with an RF voltmeter. The Hewlett Packard Model 410 or equivalent is acceptable. Conventional voltmeters are subject to RF effects and will give erroneous measurements.

The use of NAVSHIPS *Tech Manual (Radio Frequency Burn Hazard Reduction)* 0967-317-7010, dated January 1973, is recommended. It was prepared to assist in resolving RF burn problems.

Big Buoys

DURING a night underway replenishment, a DLG received four pallets of sonobuoys. Three men were assigned to move the sonobuoys from the midships UNREP station to the helicopter hangar. Each man had to walk approximately 30 feet, then pass the buoys through the hangar door.

To expedite handling of the sonobuoys, one man carried a buoy on each shoulder. When he reached the hangar door, one buoy slipped from his shoulder, hit the bottom of the door, and bounced up to hit a man standing nearby.

Sonobuoys should be carried one at a time. Handling a 40-pound object usually requires both hands. If a more expeditious unloading is necessary, a line of handlers should be established to prevent any one man from walking with more than one buoy. ■

Fathom: Surface Ship & Submarine Safety Review (fall 1973) (Navy) P.P. 10/1



SHIP SAFETY REVIEW CHECKLISTS



Prepared by U.S. Naval Safety Center, RADM W. S. NELSON, Commander

Do-It-Yourself Safety Survey Checklist

DURING the last 12 months, the Naval Safety Center has conducted ship safety surveys in Atlantic and Pacific Fleet units. As a result of these surveys, the surveyors prepared and refined the *Ship Safety Review Checklists* which is currently being distributed to all surface ships. The checklist is assembled with tear-out sections for ease of distribution to departments, divisions, and work centers.

8 The reason for providing ships with these checklists is twofold. First, to point out the numerous operational procedures, maintenance requirements, and devices which affect shipboard safety. And second, to provide each ship with a guide to locate potential hazards.

Since the size of the checklist must be limited, yet contain complete guidance, references are provided to assist maintenance personnel in making material corrections. The *Ship Safety Review Checklists* can be an effective management tool in a command accident prevention program, supplementing the information found in OPNAVINST 5101.2 (*Shipboard Accident Prevention Manual*).

After 4 years of accident research experience and analysis of accident data at the Safety Center, it becomes apparent that many supervisors cannot identify a hazard nor appreciate the accident potential aboard ship.

Safety surveys have confirmed that many supervisors, both officers and enlisted men, have developed a learn-to-live-with-it attitude about existing hazards. This

