

APPENDIX M

GENERAL SHIPBOARD SAFETY NOTES

GENERAL. The Department of the Navy Safety Program requires all commands to conduct an aggressive, continuing accident prevention program. Safety rests on each individual's shoulders. It is mandatory that each midshipman read the following safety precautions, understand and comply with them, and review them often during cruise.

ELECTRICAL SAFETY PRECAUTIONS

1. Portable electrical equipment includes any electrical or electronic equipment that can possibly be plugged into an electrical outlet.

a. Ashore, and especially at home, lighting and power are frequently not treated with the respect deserved. This has led to the mistaken impression that 115 volt circuits are not lethal; this is not true. More Navy personnel have been killed by 115 volts than circuits of all other voltages combined. Shipboard conditions are especially conducive to increasing the severity of a shock because the person affected is usually in contact with the ship's metal structure and because the dampness that is often present in the user's clothes lowers electrical resistance.

b. The typical current path is from the metal case of an ungrounded appliance through the body of the user to ground (sea water) via the steel structure of the ship. In contrast to the home environment, this path is always present on board ship. Hence, the use of ungrounded appliances on board ship is prohibited.

c. Electrical safety can be attained only through the cooperation of all hands. For this reason it is essential that all personnel understand the lethal nature of the hazard and be made familiar with electrical safety precautions.

2. The following rules shall be rigidly adhered to:

a. No privately-owned electrical or electronic equipment shall be used or kept aboard the ship without the specific permission of the Executive Officer and only then, after it has been inspected and approved for use by the Engineering Officer or his designated representative. This restriction includes portable radios, CD players, etc. that can be plugged into electrical outlets. Electrical razor cases must be plastic.

b. No portable electric/electronic equipment will be operated unless it is properly grounded by means of a three-prong plug, and has been inspected and tested by the Engineering Department.

c. No person shall operate an electrically powered hand tool unless specifically authorized by his/her division officer or other supervisor.

ELECTRONIC SAFETY PRECAUTIONS

1. Read and practice all posted safety precautions and operating instructions of all equipment you operate.

2. Never energize equipment unless you are sure that you know what it is and for what purpose you are energizing it.
3. Never attempt to work on energized equipment - ensure it is off. Ensure tags are placed at remote positions where it is possible to energize the equipment.
4. When servicing energized equipment, do so only in accordance with specifically delineated maintenance procedures. Use the buddy system and have someone standing by.
5. Never make unauthorized changes to equipment.
6. Never bring or allow anyone to bring steel wool into electronic spaces.
7. Never tamper with safety devices or interlocks.
8. Never spray water on or around electronic equipment.
9. Never energize tagged equipment.
10. Keep your hands off knobs on equipment unless you are authorized.
11. If you are ever in doubt, ask your Leading Petty Officer, Chief Petty Officer, or Junior Officer.

ENGINEERING SAFETY PRECAUTIONS

1. Read and practice all posted safety precautions and operating instructions of all machinery.
2. Never open or close any valve, unless you are sure that you know what it is and for what purpose you are opening or closing it. Never energize any tagged equipment.
3. Never bring or allow anyone to bring steel wool into engineering spaces.
4. Never use water around the electrical end of the turbo generator.
5. Never take your shirt off or roll up your sleeves while in the engine room, so that you may avoid steam burns and hot water dripping from leaking flanges. Military clothing is designed to help protect against the heat of a fire. Always wear the proper uniform aboard ship.
6. Never wear loose or sloppy clothing that might easily become caught in machinery.
7. Do not wear corfam shoes or 100 percent polyester clothing in engineering spaces.
8. Never run when you hear a main steam leak (a loud hissing and/or whistling screech).
 - a. You don't know where it is.
 - b. You might run into it.
 - c. Never try to find a steam leak with your hand; use a broom or some chart paper.

- d. If in doubt, stand still and call for help.
 - e. Don't attempt to leave the engine room unless directed to do so. The bilges may be the safest places.
9. Never spray water on or around electrical junction boxes or switchboards.
 10. Never store anything behind switchboards. (Only the Commanding Officer can grant an exception.)
 11. Never go behind switchboards.
 12. Keep your hands off knobs on switchboards unless you are authorized to do so.
 13. If you are ever in doubt, ask your Leading Petty Officer, Chief Petty Officer, or Division Officer.

WEAPONS SAFETY PRECAUTIONS

1. Ammunition safety precautions.
 - a. Personnel in charge of working details shall require their personnel to stop dangerous practices instantly, regardless of any difference of opinion or interpretation of safety rules.
 - b. Supervising personnel are responsible that all personnel in their charge have been instructed in the precautions pertaining to the operation on hand, whether the personnel are from their own divisions or temporarily assigned duty under them.
 - c. Care shall be taken not to obliterate or deface markings, label, or tags on containers of ammunition or explosives.
 - d. Any ammunition container or explosive container found to be in a damaged condition, will be tagged and returned to the ammunition depot as soon as possible.
 - e. Ammunition and explosive containers shall not be rolled, dragged, thrown, dropped, or mishandled in any way, at anytime.
 - f. Naked lights, matches, steel tools, shoes with nailed soles or metal cleats, or other flame or spark producing material must never be taken into magazines or other spaces that are used as magazines while these spaces contain explosives.
 - g. When a fused projectile or a cartridge case, whether in a container or not, is dropped from a height exceeding four (4) feet, it must be set aside and the weapons officer called immediately. Such ammunition must be handled with the greatest care.
 - h. Smokeless powder which has been wet must be regarded as dangerous for dry storage.
 - i. Boiler tubes shall not be blown at anytime during ammunition handling evolutions.
 - j. All radio and radar transmitters shall be secured during ammunition handling operations.

k. Any supervisor or other person witnessing or being aware of a dangerous condition or emergency which exists or is developing, will immediately call out in a loud voice the command "SILENCE." Upon the command "SILENCE," all operations involving ammunition and explosives will stop immediately and all personnel in the vicinity hearing the command will freeze in their tracks and remain so without noise or confusion until further orders are given.

l. The emphasis on safety precautions and proper handling procedures is not intended to create fear in place of caution, but rather to make personnel SAFETY CONSCIOUS.

m. In event of mishap, standard gunnery terminology shall be used to restore order to the scene.

2. Read the applicable Gun Mount Safety Precautions for your ship.

3. Read the applicable Gun and Loader Safety Precautions for your ship. SAFETY PRECAUTIONS MUST BE FOLLOWED 100% OF THE TIME BY 100% OF THE CREW. ALL HANDS BE ALERT AT ALL TIMES.

DECK SAFETY PRECAUTIONS

1. UNREP safety precautions.

a. All personnel must wear international orange kapok life jackets at all times.

b. Personnel exposed to overhead loads must wear color-coded safety helmets:

(1) Officers and safety observers - white

(2) PO-In-Charge - yellow

(3) Signalman - green

(4) Gunner's mate - red

(5) Riggers - blue

(6) Cargo handlers - orange

(7) Corpsman - white with red cross

c. Life lines should be in use.

d. Heaving in and paying out of lines must be done hand over hand.

e. Phone talkers shall not secure neck straps of phones in case the phone lines are fouled.

f. Personnel shall stay clear of all loads and remain inboard and clear of all lines.

g. Personnel transferred in regions of low water temperature should wear immersion suits, and must wear safety belts at all times during transfer.

- h. If there is no lifeguard ship, the ship's boat shall be manned and ready for use.
- i. Line tenders shall stay at least six feet from blocks.
- j. All excess lines shall be faked clear for easy running.
- k. When standing by the receive bolo or shot line, all hands must take cover.

l. All hands must be familiar with appropriate whistle signals (e.g. the Officer-In-Charge of the firing ship signals one whistle blast when ready to send over shot line, and Officer-In-Charge on receiving ship replies with two blasts when all is ready).

- m. If at night, all personnel shall wear marker lights on their lift jackets.
- n. Excess noise and confusion must be avoided.

2. General Safety Precautions:

a. Personnel working over the side of the ship both in port and at sea shall wear kapok life jackets and life lines tended by personnel on deck. The term "over the side" means any part of the ship outside the life lines or bulwarks.

b. Personnel in boats raised or lowered, entering boats from a boom or Jacob's ladder, in boats underway, and in rough water or low visibility, shall wear kapok life jackets. Ring buoys with a line and light attached must be available for use when a sea ladder or Jacob's ladder is being used.

c. Personnel on weather decks during heavy weather, even when exposed only for a short time while going from one station to another, shall wear kapok life jackets.

d. Handling of lines and rigging requires that personnel take care to avoid getting hands, feet, or clothing caught in bights and blocks.

e. Lines not in use should be carefully made up and stowed clear of walkways and passages.

f. Lines must never be made fast to capstans or gypsy heads, but only to fittings provided for that purpose, such as cleats or bitts.

g. Steadying or frapping lines should be used on boat falls and large lifts to prevent uncontrolled swinging or twisting.

h. Weather decks subject to the seas should be kept clear of all personnel except uncontrolled swinging or twisting.

i. Life lines shall be kept in good repair and personnel are not permitted to sit or lean on life lines at any time.

j. Personnel wishing to go aloft shall obtain permission from the Officer of the Deck. The Officer of the Deck is responsible for seeing that the following safety precautions are observed before granting permission:

(1) Power is secured on all radio transmitting antennas and radar antennas and power switches are tagged.

(2) The engineering officer has been instructed to lift no safety valves and, if personnel are to work in the vicinity, to secure steam to the whistle.

(3) Personnel assigned to work in the vicinity of stack gases wear OBAs and remain there for only a brief time.

(4) All personnel going aloft should use a short safety line secured around their waists and attached to the ship's structure at the same level.

k. When in port at night, weather decks shall be well lighted. All accommodation ladders, gangways, and brows shall also be well lighted.

l. Silence during evolutions. Confusion and misunderstandings are minimized when silence is imposed during evolutions. Also, silence gives to the evolution a degree of smartness not achieved in the midst of noise.