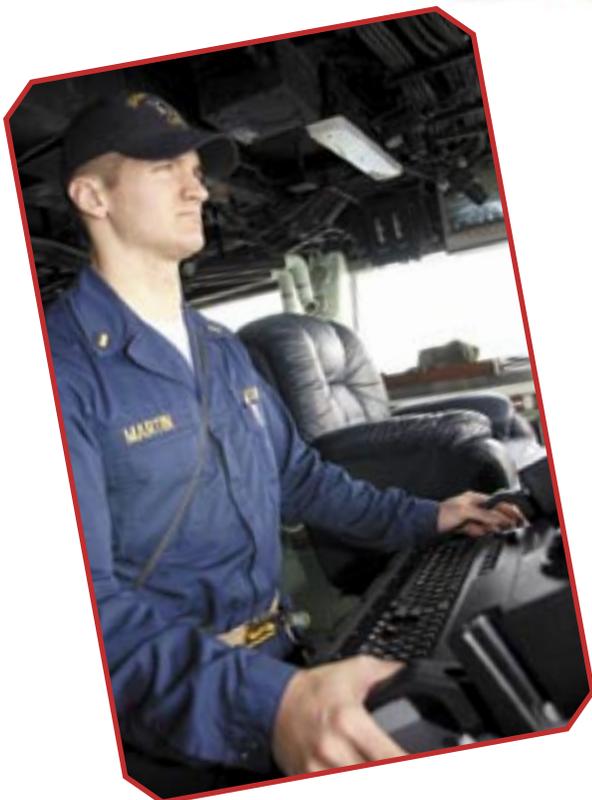


# Questions



**Editor's Note:** Following are fleet questions e-mailed to the Naval Safety Center's Afloat Directorate, with each question followed by our response. Individuals who requested the information have received responses, and Fathom is publishing the questions and responses for other fleet units who might be searching for similar information. Send afloat questions to <http://www.safetycen-ter.navy.mil/afloat/feedback.htm>.

I am writing for information about InSurv message 060720Z June 02, which addresses telescopic guards for drills. Our drill press was made in 1964, and its tech manual has no info about telescopic guards. We have InSurv coming up and would appreciate any information about if the guards are intended for the 18-inch Buffalo floor drill.

All drill presses are required to have safety guards. The telescopic guard was selected because it is easy to install. Retrofits for your drill press can be bought through Rockfort Systems by calling (800) 922-7533.

The Naval Safety Center point of contact is LCdr. Walter Banks at (757) 444-3520, Ext. 7116 (DSN 564) or e-mail [walter.banks@navy.mil](mailto:walter.banks@navy.mil).

I have been gathering information about shipboard-authorized coffee makers: It seems all such authorized coffee makers cost \$500 or more. Many offices aboard my ship really do not need such an expensive coffee maker. Are there any alternatives to these expensive coffee makers, and, if so, can they be used aboard ship?

Shipboard authorized coffee makers can be found in NavSup Pub 533 (Shipboard Food Service Equipment Catalog) and in the Afloat Shopping Guide (Section 3, Group 73). These publications should be available in your ship's Supply Department. Not all coffee makers cost \$500 or more. Following are two coffee makers in the Afloat Shopping Guide which cost less than \$500.

NSN 7310-01-111-4853, COG 9Z, U/I EA, Price \$415.10  
NSN 7310-01-144-4707, COG 9Z, U/I EA, Price \$105.84

However, once you get a coffee maker don't forget to submit your chit authorizing shipboard use of electrical equipment. Also remember to have your coffee maker safety-checked and properly tagged.

The Naval Safety Center point of contact is EMC(SW/AW) Manuel P. Carretero at (757) 444-



# From the Fleet



3520, Ext 7126 (DSN 564), or via e-mail at [manuel.carretero@navy.mil](mailto:manuel.carretero@navy.mil).

I am requesting information on the shipboard Gaylord system. Is it possible to run fryers, grills, ovens and steamers without the Gaylord system running correctly? What NSTM would I look under?

As with any malfunctioning equipment and safety devices, you must repair equipment before operating it. Since a Gaylord system operating at less than 100 percent is a safety-related issue, you will have to submit a formal job request (4790/2K) through normal source-routing and check block 15 to inform everyone this is safety-related. Your commanding officer must approve continued system operation without fully operational safety features in place. If your equipment is operated with the noted problems, the XO, chief engineer officer, DCA, and supply officer also must be informed. Backup firefighting capabilities must be in place, along with a temporary standing order clearly spelling out how to operate your systems with its installed safety features not being fully operational. Everyone working in this area during the equipment operation must fully understand you are operating outside of standard operating procedures. They also should be trained in using backup firefighting equipment in case of a fire. A recent

shipboard galley fire in the deep fat fryers resulted in minimum damage because the system worked.

NSTM 555-8.4.1 states fires in deep-fat fryers generally result from overheating of cooking oil and fats, and subsequent self-ignition of the fat. Fires involving cooking oils and fats are class bravo fires. Most fires occurred while fryers were operating unattended, either because operators left the area, or didn't secure the units after use. Factors contributing to fire intensity and its spread include delayed fire discovery, grease-laden ducts and hoods, and splashing and overflow of burning fat by a straight stream nozzle pattern discharged directly onto the fat liquid surface. Your system must be repaired as soon as possible: Remember your ORM training.

I recently had a safety inspection and request guidance on electrical workbenches. Specifically, I would like information on what constitutes an electrical workbench.

Electrical-electronic workbench information can be found in NSTM 300, appendix H, and PMS





MIP 6652/006 (MRC C4UZ, annual), GSO 665, and GenSpecs section 665a. An electrical-electronic workbench is one specifically designated for work and testing of any electrical or electronic components while those components are energized and the equipment from which they come is disassembled. Personnel safety is of utmost concern while working on any energized equipment or on any of its components, and workbench requirements in the aforementioned instructions are inclusive enough to cover all workbench areas.

As for what constitutes an electrical workbench: The answer is in NSTM 300-H.1.1. Following is the pertinent paragraph:

**GENERAL.** “Electrical/electronic workbenches are used to work on energized electrical and electronic equipment. They are used individually and in workshops such as electrical repair, AIMD, electronics, avionics, and calibration. Personnel safety is of primary concern during maintenance on energized equipment. The workbenches are insulated from the top working surface and below to reduce the shock hazard to maintenance personnel.”

*The Naval Safety Center point of contact is EMC(SW/AW) Manuel P. Carretero at (757) 444-3520, Ext. 7126 (DSN 564) or via e-mail at manuel.carretero@navy.mil.*

**I am ordering approved electrical safety boots—how can I get the stock numbers?**

The NSN for approved electrical safety shoes are on the Naval Safety Center website: <http://www.safetycenter.navy.mil/afloat/industrialhygiene/downloads/shoppingguide.doc>.

For your convenience, following are the available different shoe sizes and the last four numbers of their respective NSNs.

The proper nomenclature is: Shoes, electrical hazard protection, oil resistant, protection to 600

volts, safety box toe, high blucher-style, black leather. The common NSN (except the last four numbers) is 9T/8430-00-611-XXXX, the unit of issue is EA (although you are buying a pair of shoes, not ordering each individual shoe), and the cost per pair is \$56.75

| Size | X-narrow | Narrow | Reg.  | Wide  | X-wide |
|------|----------|--------|-------|-------|--------|
| 4    |          |        | -8314 | -8315 | -8322  |
| 4½   |          |        | -8324 | -8327 | -8329  |
| 5    | -8330    | -8331  | -8332 | -8334 | -8648  |
| 5½   | -8338    | -8342  | -8344 | -8345 | -8349  |
| 6    |          | -8364  | -8366 | -8368 | -8380  |
| 6½   |          | -8549  | -8655 | -8663 | -8673  |
| 7    |          | -8674  | -8675 | -8676 | -8681  |
| 7½   |          | -8682  | -8684 | -8694 | -8696  |
| 8    |          | -8699  | -8701 | -8706 | -8718  |
| 8½   |          | -8725  | -8727 | -8734 | -8736  |
| 9    |          | -8744  | -8747 | -8753 | -8755  |
| 9½   |          | -8763  | -8774 | -8775 | -8776  |
| 10   |          | -8777  | -8778 | -8779 | -8780  |
| 10½  |          | -8781  | -8782 | -8784 | -8785  |
| 11   |          | -8786  | -8813 | -8814 | -8816  |
| 11½  |          | -8817  | -8822 | -8830 | -8832  |
| 12   |          | -8834  | -8835 | -8836 | -8837  |
| 12½  |          | -8432  | -8464 | -8465 |        |
| 13   |          |        | -8493 | -8509 |        |
| 13½  |          |        | -8626 |       |        |
| 14   |          |        | -8633 | -8641 |        |

*The Naval Safety Center point of contact is EMC(SW/AW) Manuel P. Carretero at (757) 444-3520, Ext. 7126 (DSN 564) or via e-mail at manuel.carretero@navy.mil*

