

Photos by Fred J. Klinkenberger Jr.



Warning! Warning!

— Deck

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Deck equipment—it sits idle and exposed to weather. All hands remember how well it worked when last used. The big question, though, is, “Will it work the next time?” If it does, can you be sure someone won’t be injured or killed while working with the gear?

During safety surveys, we find a lot of deck equipment with reduced capabilities. We also know a primary reason for the condition of the gear is missing, corroded, or painted-over lubrication fittings, which prevent completing equipment PMS to maintain 100 percent functionality.

Commonly affected gear includes boat-boom goosenecks, roller chocks, boat-davit running gear, probe-receiver swivel joints, and accommodation ladders. Without lubrication, this equipment can become a hazard, thus increasing mishap potential.

A simple way to protect these fittings from saltwater corrosion and weather is to cover them



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with plastic, snug-fitting caps. These protective caps are available through the supply system. Not only do they keep out salt spray and other elements, but the caps also protect the fittings from debris.

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Because the plastic caps can become FOD, however, check with your supervisor before you install them on any equipment on or near the flight deck or at any location where FOD could be an issue.

Knowing your fittings' sizes also is critical because the caps must fit snugly to keep out moisture. Contact your supply-department representative for information about these caps. ☺

