

RECENT ELECTRICAL SAFETY HITS

- ELECTRICAL TOOL ISSUE BINDER DID NOT HAVE ALL REFERENCES.
- POWER PANEL 4-196-2 HAD A TRIPPED BREAKER (4-196-2)4P-E.
- LIGHTING DIST. BOX 4-207-2 HAD TWO CIRCUITS WITH MULTIPLE LOADS.
- PORT FIN STABILIZER CONTROLLER HAD LOOSE SCREWS.
- PORT FIN STABILIZER PUSH BUTTONS HAD MISSING RUBBER BOOTS.
- STORES REEFER COMP. NO 1 CONTROLLER WAS DIRTY AND HAD DEBRIS.
- LIGHTING DIST BOX 1-221-1 CIRCUIT (1-212-2) 1L-A10 HAD MISSING LABEL.
- AUX 1 POWER DIST BOX 3-180-1 WAS OVER FUSED IN CIRCUIT K-IECC107.
- 1A FUEL SERVICE PUMP MORPAC CONTROLLER HAD LOOSE STUFFING TUBE.
- 1B FUEL SERVICE PUMP MORPAC CONTROLLER HAD LOOSE STUFFING TUBE.
- NO. 2 SSDG EMERGENCY COOLING PUMP CONTROLLER HAD LOOSE STUFFING TUBE.
- MER HAD BROKEN LIGHT FIXTURE COVER IN FRAME 2-288-1.
- MER LIGHT FIXTURES LOCATED ON THE PORT AND STBD SIDE OF MRG HAD LOOSE INTERNAL PARTS.
- 10 OUT OF 50 MER LIGHT FIXTURES WERE VERY LOOSE TO THE TOUCH.
- AUX 3 VENTILATION REMOTE CONTROLLER S01-309-1 HAD BURNT PEANUT BULB.
- AUX 3 MOTOR OPERATED SEA CHEST SUCTION VALVE 5-307-2 FOR SSDG NO. 4 DID NOT HAVE AN OPEN OR CLOSED INDICATION.
- AUX 3 HAD CRACKED LIGHT FIXTURE NEXT TO NR. 2 HPAC.
- MECHANICAL WORKBENCHES DID NOT HAVE ALL PLACARDS IAW NSTM 300.
- RUBBER MATTING IN CCS HAD DAMAGED SEAMS BEHIND THE PROPULSION CONTROL CONSOLE AND COULD BE PULLED BACK TO EXPOSE METAL DECK UNDERNEATH.
- PP 2-239-1 PWP #1 BREAKER LABEL (2-239-1)4P-G(1) HAD MASKING TAPE AS LABEL VICE AN ACTUAL LABEL.
- SPARE BREAKERS WERE ENERGIZED ON PP 3-90-1, PP 3-84-1, PP 3-85-1.
- DEGAUSSING 3S-4P-(2-321-2) HAD A 50A BREAKER WAS INSTALLED. LABEL CALLED FOR A 75A BREAKER.
- NR2/3 SWBD ELECTRICAL SAFETY KIT WAS MISSING FACE SHIELD AND ELECTRICAL GLOVES.
- PDB 3-214-4 WAS NOT ON CRITICAL FUSE LIST AND FUSES FOR CKT K-ECC107 GENERATOR SET UP FOR AUTO START #2 & #3 SSDG WERE CHANGED OUT.
- SHIPS CLASSROOM HAD STRIPPED POWER CORD.
- SHIPS CLASSROOM ENTERTAINMENT COMPONENT HAD NO SAFETY TAG.
- SHIPS CLASSROOM DVD PLAYER HAD NO SAFETY TAG.
- CPR QUALIFIED LIST WAS NOT UPDATED TO REFLECT CURRENT INDIVIDUAL PRD'S.
- LTG LCP 1-411-2 "C" PHASE LIGHT INDICATION WAS NOT ILLUMINATED.
- MBT 1-83-2 HAD NO INDICATION OF ALT POWER.
- MBT 1-130-2 HAD NO INDICATION OF NORM POWER.
- MBT 1-258-2 HAD NO INDICATION OF ALT POWER.
- PP 03-183-1 HAD NO INDICATION OF NORM POWER.
- BREAKER (1-164-1)-1L-E HAD INCORRECT AMP RATING.
- BREAKER (1-164-1)-1L-B HAD INCORRECT AMP RATING.
- BREAKER (1-83-2)-4P-F HAD INCORRECT AMP RATING.
- SHIPS INSTRUCTION AUTHORIZES USE OF REFRIGERATORS IN STATEROOMS, NOT IAW NSTM 300 & 5100.19E SERIES.
- VARIOUS PERSONAL EQUIPMENT AUTHORIZED TO INCLUDE ELECTRIC ALARM CLOCKS, MINI FRIDGES, MINI BLENDERS AND HOBBY TOOLS (DREMEL'S)
- FOOD AND BATTERIES MIXED TOGETHER IN ELECTRIC SHOP REFRIGERATOR.
- PERSONAL COMPUTER IN ET SHOP 2 HAD NO SAFETY TAG
- MECHANICAL WORKBENCH IN COMPUTER CENTRAL (01-135-0-C) NOT LISTED ON WORKBENCH INVENTORY LIST.
- SHORTING PROBE IN EW SHOP NOT IAW PMS
- ELECTRIC DROPLIGHTS BEING STORED IN EW SHOP VICE TOOL ISSUE (DECEPTIVE LIGHTING?)
- VENT CONTROL PANEL IN MER2 IN ALTERNATE POSITION, NO PLACARD INDICATING FOR MAIN SPACE ISOLATION PURPOSE'S.
- SWITCHBOARD MATTING IN FRONT OF 1S SWITCHBOARD NOT IAW NSTM 634.
- BUCKET OF WATER NEXT TO 1S SWITCHBOARD.
- INDICATING LIGHT OUT FOR MOV FOF 22
- SWITCHBOARD MATTING IN FRONT OF 2S SWITCHBOARD NOT IAW NSTM 634.
- LIST OF ELECTRICAL WORKBENCHES NEEDS TO BE UPDATED.
- 60 PERCENT OF CREW LISTED AS RECEIVING ANNUAL ELECTRICAL SAFETY TRAINING.

- RECENT "WORKING ON ENERGIZED EQUIPMENT" FORMS (SIGNED BY CO) WERE NOT PRESENTED FOR REVIEW.
- POWER PANEL 1S/LC21-1L-LC22 HAD B PHASE GROUND.
- ABT 4-174-2 HAD A BLOWN FUSE.
- 1S-3S BUS TIE BREAKER POWER INDICATOR WAS EXTINGUISHED.
- YELLOW BORDER BEHIND NR1 SWBD WAS FADED IN SOME AREAS.
- NR 1 SWS PUMP BREAKER IN OFF POSITION WITH NO TAG.
- MBT 1-129-2 WAS IN EMERGENCY SOURCE.
- CP RACK 5-175-1 IN MMR1 TWO CABLES WERE MISSING.
- ONE CLASSROOM SURGE SUPPRESSOR WAS IMPROPERLY SAFETY CHECKED AS AN R-6. A-4R CHECK.
- MBT 1-292-1 HAD ALL SCREWS LOOSE FOR BREAKER FRONT PANEL.
- LC 41 HAD 7 BREAKER LABELS MISSING AMP RATINGS.
- THE 50 FOOT CABLE ON CASUALTY POWER RACK 1-138-1 HAD EXPOSED CONDUCTORS ON CONNECTOR.
- REP 2 SURGE SUPPRESSOR WAS LAST SAFETY CHECKED 27NOV06. A-4R CHECK.
- REP 2 WELDING MACHINE WAS IMPROPERLY SAFETY CHECKED AS AN R-5.
- LCP 1-180-1 ALL GROUND DETECTOR LIGHTS WERE EXTINGUISHED.
- LC 11 RUBBER MATTING WAS NOT IAW NSTM 634. MATTING WAS MISSING STENCILING UNDERNEATH DECK.
- NUMEROUS LC11 BREAKER LABELS DID NOT HAVE AMP RATINGS.
- PP 1-426-4 GROUND DETECTOR LENSES WERE GREEN VICE CLEAR AND NOT THE PROPER TYPE FOR DARKEN SHIP.
- REP 3 SURGE SUPPRESSOR WAS LAST SAFETY CHECKED 7DEC06.
- REP 3 EXTENSION CORD IMPROPERLY SAFETY CHECKED AS Q-2 VICE A-8 OR R-7.
- R DIVISION OFFICE POWER STRIP WAS LAST SAFETY CHECK 26MAY07 AND CABLE INSULATION WAS CUT.
- RADAR 1 PRINTER WAS NOT SAFETY CHECKED.
- THERE WAS LOOSE PANELS AND BOLTS ON THE FRONT AND BACK OF NR 2 SWBD.
- THERE WAS LOOSE PANELS AND BOLTS ON THE FRONT AND BACK OF NR 3 SWBD.
- GSEC AND TWO CIVILIAN CONTRACTORS WERE WORKING ON ENERGIZED NR 1 SWBD. NO PERSONNEL WERE DE-METALIZED, NO PERSONNEL HAD SAFETY ROPE ATTACHED, THERE WAS NO SAFETY OBSERVER OUTSIDE OF ROPED OFF AREA.
- WBGT POWER CORD WAS NOT PLUGGED INTO THE WBGT WHIKLE IT WAS PLUGGED INTO THE WALL.
- ELECTRICAL SAFETY INSTRUCTION WAS NOT SIGN BY COMMANDING OFFICER.
- TELEVISION IN COMPARTMENT 04-21-2-L WAS NOT ELECTRICALLY SAFETY CHECKED.
- CASUALTY POWER BILL WAS NOT SIGN BY COMMANDING OFFICER
- ELECTRICAL INSTRUCTION PARAGRAPH 4.B.1 AND 4.E.1 STATE TRAINING SHOULD BE CONDUCTED IAW PARAGRAPH 11 BUT PARAGRAPH 11 DOES NOT SUPPORT TRAINING.
- ELECTRICAL INSTRUCTION PARAGRAPH 4.E.3 LIST OF PROHIBITED EQUIPMENT IS ON ENCLOSURE 8 INSTEAD OF ENCLOSURE 7.
- ENCLOSURE 7 OF ELECTRICAL INSTRUCTION DON'T MATCH FRONT PAGE OF ELECTRICAL INSTRUCTION.
- SHIP FORCE NEEDS TO KEEP PERSONAL AND SELECTED EQUIPMENT SEPARATE.
- SELECTED EQUIPMENT FORM ER AND S4 NOT SIGNED BY DIVISION OFFICER.
- SELECTED EQUIPMENT FORM MH01 DOES NOT MATCH ELECTRICAL INSTRUCTION.
- NUMEROUS PERSONAL EQUIPMENT AUTHORIZATION FORMS WERE NOT SIGNED BY ESPO, ELECTRICAL OFFICER AND ENGINEER OFFICER.
- CASUALTY POWER BILL ENCLOSURES DOES NOT MATCH FRONT PAGE OF CASUALTY POWER BILL.
- SURGE SUPPRESSOR IN ELECTRICAL SHOP HAS WRONG PERIODICITY.
- THERE WAS A REFRIGERATOR IN COMPARTMENT 01-29-2-Q WHICH IS PROHIBITED FROM BEING INTRODUCE ONBOARD NAVAL SHIPS.
- DROP LIGHT IN AUX 1 WAS NOT ELECTRICALLY SAFETY CHECKED.
- EXTENSION CORD IN AUX 1 WAS NOT ELECTRICALLY SAFETY CHECKED.
- GAGE CALIBRATION UNIT IN MMR1 WAS NOT ELECTRICALLY SAFETY CHECKED.
- ELECTRICAL SAFETY RUBBER GLOVES ON 3SWDB IN AUX 2 WAS NOT PMS.
- ELECTRICAL DECK MATTING IN FRONT OF STATIC EXCITER ASSEMBLY HAS RUST UNDERNEATH.
- VARIOUS ELECTRICAL SAFETY TAGS IN ET SHOP DID NOT HAVE PMS PERIODICITY.
- LASER PRINTER IN ET SHOP DID NOT INDICATE SAFETY CHECK DATE

- ELECTRICAL WORKBENCH IN ELECTRICAL SHOP HAS SOME CRACKS SHIP FORCE HAS INSULATED WORKBENCH WITH ELECTRICAL MATTING.
- SPOT LIGHT FIXTURE IN AUX 1 HAD NO ELECTRICAL SAFETY TAG.
- A/C RECOVERY UNIT IN AUX 1 HAD NO ELECTRICAL SAFETY TAG.
- A/C RECOVERY UNIT IN AUX 2 HAD WRONG PERIODICITY R-6 VICE R-5 ON ELECTRICAL SAFETY TAG.
- NR 1 A/C PLANT VACUUM PUMP HAD A DAMAGED POWER CORD.
- THE IT'S WERE NOT LISTED ON THE MCCAMPBELL INSTRUCTION.
- EW RATING ON CURRENT ELECTRICAL INSTRUCTION, NEEDED TO CONVERT TO CT.
- P-WAY 2-370-3-L HAD THE FOLLOWING CKTS THAT HAD 1 OF 2 INDICATING LIGHTS OUT CKT 2FR NO 55 AND CKT 2FR HALON PRI MODULE 3.
- PDB 2-402-3 HAD FUSES WHERE AMPERAGE RATINGS ARE NOT RECOGNIZED.
- TEMP LABEL WAS FOUND ON LC 53 (GEN 3) LC53-4WP-(02-299-2).
- SHORTING PROBE BY 3 SWBD HANDLE GRIP WAS NOT FASTENED.
- QUARTERDECK HEATER SAFETY CHECK WASN'T CONDUCTED AS PER MIP 3000/001 Q-1 SERIES. LAST SAFETY CHECKED 30 SEP 2008. CORD WAS PULLED OUT OF THE PLUG EXPOSING THE CONDUCTORS TO OUTSIDE ELEMENTS.
- PORT SECURITY LIGHT AND JACK STAFF ARE NOT SAFETY CHECKED UPON RETURN TO PORT ON 10 APR 09.
- THE FOLLOWING SWBDS/LOAD CENTERS HAD EXCESSIVE GEAR DRIFT:
 - 1SB SWBD ROOM
 - 2SB SWBD ROOM
 - 3SB SWBD ROOM
 - LOAD CENTER 12
 - LOAD CENTER 31
- 10. AFT IC HAD A SURGE SUPPRESSOR (IC01-003) THAT WAS LAST SAFETY CHECKED ON OCT 07. NOT IAW MIP 3000/001 A-4R.
- 11. PANASONIC TOUGHBOOK LAPTOP IN AFT IC WAS NOT SAFETY CHECKED IAW MIP 3000/001.
- 12. HASTINGS VACUUM METER IN AUX 2 WAS NOT SAFETY CHECKED IAW MIP 3000/001.
- 13. DECHLORINATOR PLUG IN AUX 2 WAS NOT SAFETY CHECKED IAW MIP 3000/001.
- 14. MBT 4-230-1 HAS 1 OF 2 INDICATING LIGHTS WERE OUT ON ALTERNATE SOURCE.
- 15. VENT REMOTE OUTSIDE SPACE INDICATOR HAD 1 OF 2 OUT ON ES 01-259-2.
- 16. FLUORESCENT LIGHTS BY LADDERWELL WERE BURNT OUT (01-309-2-L).
- 17. ADMIN OFFICE HAD TWO COMPUTER CORDS (CC02 2024 AND UNMARKED) HAD NO ELECTRICAL SAFETY TAGS IAW MIP 3000/001 R-5.
- 18. ET SHOP HAD SURGE SUPPRESSOR (CC02-3016) NOT SAFETY CHECKED SINCE 10 SEPT 2005
- 19. RUBBER MATTING WAS MISSING IN FRONT OF COOLING SKID IN UPPER LEVEL AUX1.
- 20. MBT 1-144-2 NORMAL INDICATING LIGHTS WERE BURNT OUT.
- 21. LDP 1-143-2 NONE OF THE GROUND INDICATING LIGHTS WERE WORKING.
- 22. COMPUTER ON TOP OF EWS CONSOLE IN CIC WAS NOT SAFETY CHECKED.
- 23. THE FOLLOWING FUSE BOXES HAD FUSES WHICH COULD NOT BE READ DURING THE INSPECTION:
 - o -PDB 2-402-3
 - o -PDB 2-402-1
 - o -LDB 1-340-1
 - o -LDB 2-356-1
 - o -LDB 3-166-1
 - o -LDB 4-220-5
 - o -LDB 2-294-1
 - o -LDB 3-173-1
- 24. ZONE 3 REMOTE VENTILATION INDICATORS HAD 1 OF 2 INDICATOR LIGHTS BURNT OUT.
- 25. ZONE 3 CIRCLE W FCA RS 3-313-2 INDICATING LIGHT WAS OUT WHEN THE SWITCH WAS IN THE RUN POSITION.
- (1-43-2)-4P-E6(1) WAS MISSING FUSE RATING ON CIRCUIT LABEL PLATE.
- ELECTRICAL RUBBER MATTING WAS MISSING IN FRONT OF MMR LOS. -C
- ELECTRICAL RUBBER MATTING WAS MISSING AROUND SHORE POWER SWITCHBOARD. -C
- SHIP DOES NOT HAVE ELECTRICALLY SAFE WORKBENCH ONBOARD.
- NUMEROUS TOOL ISSUE CHECK OUT SHEET WERE NOT COMPLETELY FILLED OUT.
- ELECTRICAL SAFETY INSTRUCTION WAS SIGNED BY THE PREVIOUS COMMANDING OFFICER.
- MECHANICAL WORKBENCH EB/EB01 (FIRE ROOM) WAS MISSING THE REQUIRED PLACARD - C.

- CPR PLACARDS ATTACHED ON ALL WORKBENCHES HAD WRONG NSN – S/F ORDERED NEW PLACARDS.
- PWR DB 7-86-2 HAD WRONG TYPE FUSES INSTALLED (NOT SILVER PLATED FERRULE FUSE) - C
- PWR DB 6-79-2 HAD WRONG TYPE FUSE INSTALLED (SLOW BLOW FUSE) - C
- PRINTER, REFRIGERATOR AND PHONE WERE PLUGGED IN BUT NOT SAFETY CHECKED (DECK/ADMIN OFFICE) – C
- NR1 AND NR2 AFFF STATION POWER BREAKERS WERE TAMPER (YELLOW) O SEALED TOGETHER –C
- -ONLY 1 OF 17 ELECTRICALLY SAFE WORKBENCHES WAS ELECTRICALLY SAFE.
- -AFT IC SHOP WORKBENCH NO PLACARD AS MECHANICAL WORKBENCH
- -(05-76-1)-1L K2 OVERFUSED
- -LTG PANEL 1-72-2 HAS "C" PHASE GROUND
- -FIRE PUMP #4 MTR CONT TORN RUBBER BOOT
- -MBT 6-77-1 IN AMR IS IN EMERG. SOURCE
- -LC FOR #3 AND 4 AC MBT IN EMERG SOURCE
- -ELECT JUNCTION BOX WIRED UP IN AFT MMR -C
- -AMR ELECT MATTING MISSING -C
- -DEAD END CABLE UNDER #3 C/W PUMP -C
- -1MC SPEAKER IN FWD MMR DESTROYED LIVE WIRES -C
- -FUSE PANELS IN ALL SPACES (OVER/UNDER/NOT SHOWING) -C
- 4-71-4 ACCESS IN FWD MMR, 5-88-1 AFT MMR -C
- -ELECT MATTING IN 1E AND 2E (SEAMS, MOISTURE, YELLOW PAINT) –C
- -TAG "ENG 20048" FOR AN "OFF" 1S-4P-2S BREAKER WAS LOGGED AND INITIALED ON THE TORS AS REMOVED, BUT WAS STILL HANGING. - C
- -3 MAJOR BREAKERS IN THE ELECTRICAL PLANT HAD NO INDICATION OF OPEN OR CLOSED, AND SEVERAL PUSH-BUTTONS WERE JAMMED IN. THIS WAS A KNOWN PROBLEM, AND NOT CORRECTED. WHEN THE FWD AND AFT BUSES WOULD NOT PARALLEL, EPCP ETT STEPPED IN TO CORRECT THE PROBLEM BY ATTEMPTING TO UN-JAM THE PUSHBUTTON WITH A PAIR OF METALLIC-HANDLE SCISSORS.
- TWO OUT OF FIVE ELECTRICAL WORKBENCHES ON BOARD WERE DESIGNATED AS MECHANICAL WORKBENCHES. THERE WAS A JOB IN PROGRESS BY OUTSIDE ACTIVITY TO FIX WORKBENCHES. WORKBENCHES IN QUESTION ARE:
 - o IC SHOP (03-52-2-A) AND AFT CONVERSION ROOM (1-73-3-Q).
- MECHANICAL WORKBENCH MEMO HAD 4 WORKBENCHES VICE 2.
- FUSE PANEL (4-87-2)-1L-F1E COULD NOT SECURELY FASTENS 2 OF 3 FASTENERS.
- BREAKER PANEL 4-76-3 BREAKERS WERE LABELED AS 50 AMP BUT WERE 25 AMP BREAKERS.
- BREAKER (4-79-1)-4P-L WAS 25 AMP BUT LABELED AS 15 AMP BREAKER WAS FOR PARTS WASHER IN MAIN 2.
- BREAKER (4-79-1)-4P-A WAS 50 AMP BUT LABELED AS 25 AMP BREAKER FOR DISTRIBUTION PANEL 4-77-2 AND 4-80-1. -C
- BREAKER (4-97-2)-4P-A(1) WAS 50 AMP BUT LABELED 25 AMP FOR VENTILATION SUPPLY SYSTEM 1-89-1.
- BREAKER 4-89-2-1L-B4 WAS 15 AMP BUT LABELED AS 50 AMP.
- PLACARD FOR WORKBENCH IN IC GYRO WAS INCOMPLETE AND WAS MISSING "ALL POWER SOURCES EXCEPT 110V CONVENIENCE POWER HAVE BEEN DISABLE AT THIS WORKBENCH."
- CELL PHONE CHARGER WAS PLUGGED IN WITH NO SAFETY TAG IN CCS.
- TLI UPS IN CCS (700VA) FF ISOL RDB 2-17-2 HAD NO SAFETY TAG ON THE CORD
- UNDER FUSING WAS PRESENT ON LOAD CENTER #1 AND #1 SWITCH BOARD.
- 3 OF 4 ELECTRICAL WORK BENCHES WERE DEGRADED FOR MECHANICAL USE DUE TO IMPROPER INSULATIONS.
- EXT CORD #6 WRONG GAGE
- EXT CORD #7 PAINTED
- NR1 SWBD, ONE 400 AMP BREAKER HANDLE IS MISSING
- NR1 SWBD, ONE BATTLE LANTERN DOESN'T WORK
- NR2 SWBD, RUST UNDERNEATH RUBBER MATTING
- NR3 SWBD, RUST UNDERNEATH RUBBER MATTING
- NR3 SWBD, ONE NQB 1600 AMP BREAKER HANDLE IS MISSING
- LIGHTING LOAD CENTER PANEL 05-32-2 IN COMPARTMENT 05-29-0-L HAD B PHASE GROUND.
- LOAD CENTER PANEL 03-42-1 IN COMPARTMENT 03-35-5-L HAD B PHASE GROUND.
- MMR 1 4JV AMP BOX IN MAIN CONTROL WAS MISSING COVER.

- MMR 1 DISTILLING BRINGE OVERBOARD PUMP NR 2 CONTROLLER START/STOP SWITCH RUBBER BOOT WAS CRACKED.
- MMR 1 DISTILLING FEED PUMP NR 1 CONTROLLER START/STOP SWITCH RUBBER BOOT WAS CRACKED.
- MMR 1 LOS1B FO3A205V3AS 5V POWER SUPPLY/PS2 FUSE WAS BURN OUT.
- MMR 1 FUEL LEAK OFF CLTG DECK TANK NR 1 CONTROLLER START/STOP SWITCH RUBBER BOOT WAS TORN.
- MMR 1 WASTE WATER CONTROLLER MANUAL SWITCH RUBBER BOOT WAS TORN.
- MMR 1 STR PUMP NR 1 CONTROLLER START/STOP SWITCH RUBBER BOOT WAS TORN.
- MMR 1 LCAC FW SERVICE PUMP NR 1 CONTROLLER START/STOP SWITCH RUBBER BOOT WAS TORN.
- MMR 1 LOWER LEVEL BATTLE LANTERN NR 32 WAS NOT WORKING.
- MMR 1 BATTLE LANTERN NR 5 LOWER LEVEL FWD WAS NOT WORKING.
- AUX 2 POWER AVAILABLE LIGHT FOR PRIMARY/REVERSE HALON WAS NOT WORKING. - C
- AUX 2 LOS NR 4 SSDG RESET ENGINE CONTROL SWITCH RUBBER BOOT WAS TORN. - C
- AUX2 LP AIR COMPRESSOR NR 3 START SWITCH RUBBER BOOT WAS TORN. - C
- AUX 2 LP AIR COMPRESSOR NR 2 STOP SWITCH RUBBER BOOT WAS TORN. - C
- AUX 2 ELECTRICAL MATING BEHIND LOS NR 3 AND 4 HAD STANDING WATER, RUST AND WAS MISSING STENCILING - C.
- AUX 2 ELECTRICAL TOOL KIT ELECTRICAL RUBBER GLOVES WAS NOT PMS.
- AUX 2 JACKET WATER KEEP WARM PUMP NR 4 SSDG CONTROLLER START/STOP SWITCH RUBBER BOOT WAS TORN.
- AUX 2 OILY WASTE TRANSFER PUMP NR 2 CONTROLLER START/STOP SWITCH RUBBER BOOT WAS TORN.
- AUX 2 LUBE OIL KEEP WARM PUMP NR 3 CONTROLLER START/STOP SWITCH WAS CRACKED.
- AUX 2 JACKET WATER KEEP WARM NR 3 SSDG CONTROLLER START/STOP RUBBER BOOT WAS CRACKED.
- AUX 1 STATIC EXCITER ASSEMBLIES ELECTRICAL MATING WAS MISSING STENCILING.
- AUX 1 ELECTRICAL MATING IN FRONT OF NR 1 LOS WAS MISSING STENCILING.
- AUX 1 SHIP FORCED DID NOT PERFORM STEP 6 OF SPRU DURING UNRIGGING OF SHORE POWER. - C
- AUX 1 OILY WASTE WATER TRANSFER PUMP #1 CONTROLLER START/STOP SWITCH RUBBER BOOT WAS TORN.
- AUX 1 FAN ST UNIT HEATER CONTROLLER 5-43-2 START/STOP SWITCH RUBBER BOOT WAS CRACKING.
- MMR 2 LIGHTING LOAD CENTER PANEL 4-74-2 HAD A B PHASE GROUND.
- MMR 2 WASTE WATER DISCHARGE PUMP NR 2 CONTROLLER START/STOP SWITCH RUBBER BOOT WAS TORN.
- MMR 2 PROPULSION DIESEL ENGINE J/W KEEP WARM PUMP NR 3 CONTROLLER START/STOP SWITCH RUBBER BOOT WAS TORN. - C
- ELECTRICAL SHOP ELECTRICAL DISCONNECT SWITCH 115V FOR TEST SWBD WAS NOT WORKING.
- LIGHTING LOAD CENTER PANEL 01-30-1 IN COMPARTMENT 01-25-5-L HAD B PHASE GROUND.
- COMPARTMENT 05-39-0-Q HAD A DEAD ENDED CABLE BUT WAS NOT LABELED OR TAGGED OUT.
- SURGE SUPPRESSOR OIL LAB ELECTRICAL SAFETY CHECK WAS OUT OF PERIODICITY (22 JULY 2003). - C
- BOILER WATER TESTING OUTFIT OIL LAB ELECTRICAL SAFETY TAG HAD WRONG PERIODICITY. - C
- CENTRIFUGE OIL LAB ELECTRICAL SAFETY TAG HAD WRONG PERIODICITY. - C
- COFFEE POT IN MER 1 ELECTRICAL SAFETY TAG HAD WRONG PERIODICITY. - C
- MER 1 KING NUTRONICS 3650 ELECTRICAL SAFETY CHECK WAS OUT OF PERIODICITY (3/1/08). - C
- MER 1 EXTENSION CORD NR 6 WAS NOT ELECTRICALLY SAFETY CHECKED. - C
- MER 2 EXTENSION CORD NR 4 WAS NOT ELECTRICALLY SAFETY CHECKED. - C
- REPAIR 2 ELECTRIC SUBMERSIBLE PUMP (5-1) WAS NOT ELECTRICALLY SAFETY CHECKED. - C
- COMPARTMENT 05-39-0-Q ELECTRICAL POWER DISTRIBUTION BOX 05-39-4 SPARE SWITCH WAS IN THE ON POSITION.
- COMPARTMENT 05-39-0-Q AMPLIFIER AM-3729/SR WAS MISSING FUSE IN FUSE HOLDERS.
- COMPARTMENT 05-39-0-Q CONNECTION BOX ELECTRICAL WIRE WAS EXPOSED.
- COMPARTMENT 2-52-1-L VENT SUPPLY/EXHAUST FAN S1-60-2/E5-64-1 REMOTE SWITCH HAD NO SUPPLY/EXHAUST INDICATION.
- COMPARTMENT 2-49-2-L CONTROL STATION MD-V-1A-X HAD NO OPEN/CLOSE INDICATION.
- COMPARTMENT 2-63-2-L LIGHTING LOAD CENTER PANEL SPARE BREAKERS WERE ON.