

The Survey Says...

Galley Griddles!

By EMCS Keith Churchman

What shipboard equipment causes the most electrical shocks? Galley griddles, hands down! Why—because they're used so frequently and are inherently dangerous? Is it because they're poorly located, and because we have to clean them not only daily but also after each use?

No. The most common denominator for all these shocks is failure to turn griddles off and to tag them out during cleaning. Incidentally, griddles are rated at 450 volts so their potential danger is increased. Following are mishaps that illustrate the consequences of inattention to detail when servicing shipboard griddles.

A Marine food service attendant began cleaning a griddle in the crew's galley by removing the grease trap drawer to clean the grease trap compartment. When he stuck his right hand into the compartment, the Marine got a sharp, 450-volt jolt through his hand and right forearm. The jolt threw him five feet from the griddle into another food service attendant. Another FSA immediately secured power, and the Marine was taken to medical. He was given an EKG and placed under observation.

Meanwhile, A Sailor was cleaning the CPO mess griddle after lunch, and had just cleaned the griddle's top and sides. He then moved to clean under the griddle, and while reaching underneath with a wet cleaning pad, the Sailor touched some wires with his right hand. He felt a tingle in his arm and immediately went to sick bay, where he was examined and—fortunately—found fully fit for duty.

The FSAs who clean the griddles and other galley equipment are also a vital part of food preparation; they perform numerous other duties and are relied upon by the crew. Most FSAs are young and inexperienced, having little or no shipboard time. When they are told to "Go clean," that is exactly what they will do. When FSAs clean galley



Navy photo by JO3 Oscar Sosa

The reason so many Sailors are shocked by shipboard griddles is that often the griddles are not completely secured and tagged out before being cleaned or serviced.

equipment, their supervisors must be sure those working on the equipment properly secure power and tag out the gear.

Those who question as to whether or not galley equipment must be tagged out before cleaning need to look no farther than chapters C19 and D13 in OpNavInst. 5100.19D. Supervisors must understand our junior Sailors will do exactly what is asked of them, and if they're not aware of existing safety procedures, they obviously cannot follow them. If there's no mention of a tag-out, then tag-out will not be done.

Supervisors should also know all galley equipment must have posted operating and safety instructions as indicated in section 602 of the *General Specifications for Overhaul of Surface Ships*.

The most routine tasks involve risk, however, what is important is how we manage them. Enter operational risk management. Following ORM principles in galleys can eliminate the many "shocking" experiences of food service attendants. ⚠

The author was assigned to the Naval Safety Center when he wrote this article. For questions about this article, the point of contact is ETC(SW) Jeff Miller. His e-mail address is JMiller@safetycenter.navy.mil



For More Info . . .

Refer to NSTM, Chapter 300 Electrical Plant General, the NavOsh Program Manual for Forces Afloat (OpNavInst 5100.19D) and NavSup P-421, Food Service Operations.