

SEA COMPASS

The Naval Safety Center Magazine for Surface, Submarine and Diving Operations

Spring-Summer 2014



GERMANTOWN: 'FOLLOW IN OUR FOOTSTEPS'

Crew plays key role in lowering injury rates

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COVER PHOTO

Sailors aboard the dock landing ship USS *Germantown* (LSD 42) conduct a counter-measure washdown sprinkler test. (U.S. Navy photo by MC2 Andrew B. Church)

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EDITOR'S NOTE

By the time you read this issue, you may already be in the midst of summertime activities. Regardless of where your duty station takes you or how your summer vacation is going, one thing is certain: there will always be risks to manage.

Knowing the principles of ORM and the ABCD (assess, balance, communicate, do and debrief) of time-critical risk management can guarantee mission accomplishment and peace of mind.

This issue is full of feature stories, best practices, lessons learned, and resources that may help you get to that safe place. If you have a survival or a near-mishap story you'd like to share, send it to us. We'll consider publishing it so others may live and play safely.

Have an enjoyable summer ... and make it count.

Evelyn Odango
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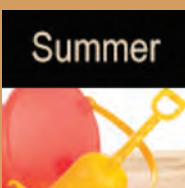
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Browse multimedia materials from our collection and our safety partners. Download for your safety standdown and briefings:

<http://www.public.navy.mil/comnavsafecen/pages/seasonal.aspx>

SUBSAFE Program Receives SECNAV Safety Award

The Naval Sea Systems Command's Submarine Safety (SUBSAFE) Program received the 2013 Secretary of the Navy Safety Award in the Emerging Center of Excellence category.



Team Submarine conducts annual SUBSAFE training for all military, civilian, and contractor personnel and hosts a commemoration honoring those lost aboard *Thresher* as part of an effort to ensure the work force does not lose sight of the program's critical importance.

From 1915 to early 1963, the Navy lost 16 submarines due to non-combat related incidents—an average of one submarine every three years. All told, these accidents took the lives of 454 submariners. On April 10, 1963, the attack submarine USS *Thresher* (SSN 593) suffered uncontrolled flooding during a post-shipyard availability and was lost along with 129 submariners and civilians, marking the single largest non-combat related loss-of-life incident in the Submarine Force's history. After *Thresher's* sinking, the Navy created the SUBSAFE program, with the goal of providing maximum reasonable assurance of hull integrity to preclude flooding and of the operability and integrity of critical systems and components to control and recover from a flooding casualty should one occur. Since the SUBSAFE Program's inception in June 1963, the United States has not lost a SUBSAFE-certified submarine. **SC**

For more news from Naval Sea Systems Command, visit <http://www.navy.mil/local/navseal/>.



Marine Corps photo by LCpl Sarah Wolff-Diaz, file

Riding in San Diego?


Motorcycle riders attached to USS *Essex* (LHD 2) get the resources and knowledge to properly operate their cycles through a two-level training program.

Level 1: The Basic Riders Course is a two-day course with the first day consisting of in-class instruction and the second dedicated riding drills that teach you the skills you need to be safe on the road. Loaner bikes are available for students. Upon completion, motorcycle riders are issued a motorcycle federation card and are allowed to ride their motorcycles on a military base for 60 days until eligible for level-two training.

Level 2: Advanced Riders Course training is required within 60 days after level one has been completed. This course caters to trained motorcyclists with a concentration on advanced riding techniques and maneuvers. Loaner bikes are not available for level-two. Riders must retake level-two training every three years to keep their qualification up to date.

Courses are held in various locations in San Diego by Motorcycle Safety Foundation-approved instructors. **SC**

Read the full story by MC2 Andres Hernandez on <http://www.navy.mil/local/lhd2/>.



The O-FRP is set to roll out implementation in 2014 with the *Harry S. Truman* Carrier Strike Group after its current deployment. It will initially be focused on carrier strike groups and eventually will expand to all Navy assets from the ARG/MEU to submarines and expeditionary forces.

What is the Optimized Fleet Response Plan?

U.S. Navy photo by MC2 Donald R. White

Battling fiscal constraints, dealing with training back-ups and under-manned crews, and flexing with unpredictable deployment schedules, the Navy is skilled at accomplishing the mission in less than optimal conditions. Sailors adapt and evolve and get the job done, but it comes at a price that often results in increased stress on service members and their families.

Navy leadership has been working to address these issues. U.S. Fleet forces and Pacific Fleet have worked together to develop the Optimized Fleet Response Plan (O-FRP). Commander, U.S. Fleet Forces ADM Bill Gortney explained the changes to the new O-FRP during this year's Surface Navy Association National Symposium.

O-FRP is a full realignment of the Fleet's maintenance, training and deployment cycles to fit in a standard 36-month rotation. One of the highlights is the Navy's efforts to lock in eight-month deployment schedules for Sailors. These changes are intended to return a sense of normalcy to a Sailor's schedule by evening out the Sailor's family life and increasing retention rates and quality of work for their command.

"What's happened here is that over time ... we lost predictability in the way we generate readiness," said Gortney.

His address began by naming the problems with the current Fleet Response Plan, placing an emphasis on readiness through training.

"It doesn't matter how good the stuff is if people

aren't there and they aren't properly trained," said Gortney. "Not only do they need to be on the ship ... they have to be there at the right time. If they show up after the training occurs just before deployment it's not going to work."

The plan aims to streamline pre-deployment inspection requirements and increase readiness by putting all the members of a strike group on the same maintenance and deployment schedule. Starting in FY15, all required maintenance, training, evaluations and single eight-month deployment will be efficiently scheduled throughout the cycle in such a manner to drive down costs and increase overall fleet readiness.

"The band is put together at the beginning of the maintenance period," said Gortney. "It's underneath a single chain of command for that entire three-year period. It's got a stable maintenance plan."

The plan puts a strong emphasis on training crews correctly.

"We're going to be training a lot of ships at the same time through that cycle," said Gortney. "A resource they need is trainers. We have to synchronize it so the trainers are there and everyone gets their reps and sets with the proper oversight that proves invaluable and they're assessed at the right time." **SC**

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Portions of this article came from the U.S. Fleet Forces Command and Defense Media Activity

Top to bottom: U.S. Navy photos by MC3 Erik Foster, MC1 RJ Stratchko, PHAN Nicholas A. Garratt, MC3Casey Cosker, MC2 Justin Wolpert, PH2 William R. Heimbuch

Learning the Ropes

A detailed guide to getting the job done as the ASO

By LTJG Patrick Grumley

Your XO tells you you've become the afloat safety officer (ASO). You'll likely get an abysmal turnover as most safety programs afloat are under-scrutinized and lack proper oversight. In fact, odds are it was previously managed by the operations officer (OPS) — who had little time to send off Web-Enabled Safety System (WESS) reports with minimal bandwidth all the while scheduling UNREPs and pier services — or a first-tour division officer (DIVO) on the last month of their tour. I'm sure they care about fixing safety walkthroughs more than their impending move to Hawaii. Stereotypes aside, you are now the officer in charge of safety and you have been tasked with fixing the program.

So, where to start? First off, the *Navy Safety and Occupational Health Program Manual* (OPNAVINST 5100.19E) is your bible. If you open to the portion detailing the responsibilities of the safety officer you will likely discover a number of things you haven't heard during your tenure at sea. Compile a "List of Things I'm Curious About" at the very beginning of your time as ASO. Nobody will blame you if you bring up a non-functional program or record your first week on the job (six months in is another story). Once you have your list in hand, visit the Naval Safety Center (NSC) web site. Spend a couple of hours perusing what the site has to

offer. Nine times out of 10, you can find an answer to any questions — their entire job is safety.

Now that your list is complete, bring it to the XO or the safety officer and state four things:

1. The program/requirement,
2. The issue with the program/requirement,
3. What the program should look like, and
4. How you intend to fix it.

The cornerstone of any effective program in the Navy remains knowing the requirement, the status of your system, and being able to articulate the path to fixing it. Now that you have a reasonable grasp on what you have to do, here are some tips to getting there.

Accountability

If you aren't a fan of administration, safety will not be any fun for you — sorry. The 5100.19 requires you to keep a number of documents on-hand for often two or three years. If you weren't at least turned over these binders, ask the XO to sign a memorandum for the record detailing what items you no longer have on file. It will likely still be a discrepancy on an inspection, but at least it will prove that you knew you were required to have a given record before the inspector is shaking his head at you.

Safety walkthroughs are paramount to knowing the safety status of the ship. Each surface ship division must have a safety petty officer (SPO) and an alternate or at least a second petty officer standing by in the hopper or prospective gains list. When they do their walkthroughs each week, compile them in an electronic document that includes any discrepancies that weren't immediately resolved. The discrepancies should be entered in the organizational and maintenance management system-next generation (OMMS-NG) and be noted as a safety issue in the job sequence number. This will help you identify trends — more on that later.

Pick a random division each week and conduct a silent spot check (don't tell them about it). If you can't find anything glaringly obvious, division members at least did the diligence of walking their spaces. If you do find discrepancies, talk with that SPO and make sure he or she knows how to conduct walkthroughs and what to look for. Ideally, you gave them some initial training when they joined

your SPO force. If a walkthrough is unsatisfactory a second time, get their chain of command involved. We all know how much chiefs love hearing from DIVOs from another department or division.

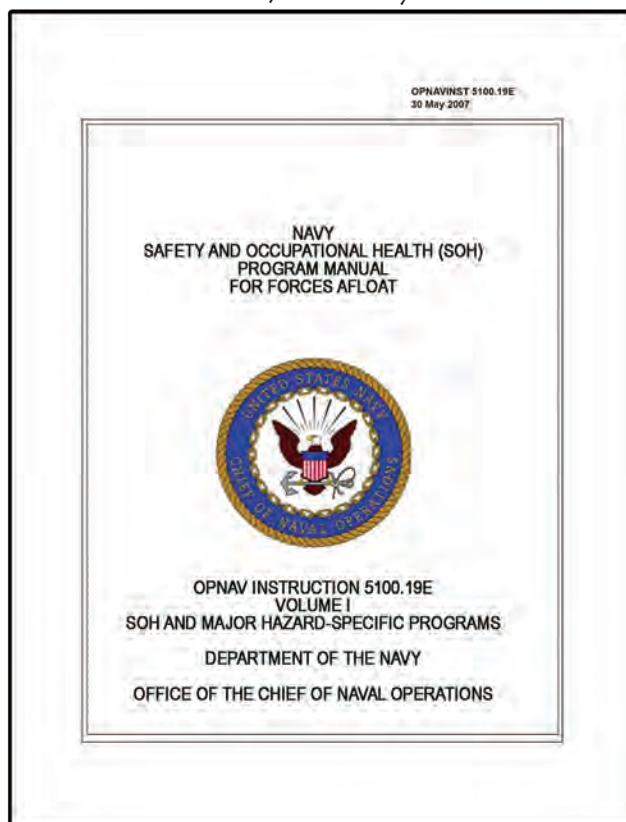
If walkthroughs just aren't happening, here is the system that worked well for me. Walkthroughs were due on Tuesday. If they weren't turned in by taps, the senior SPO ("First Class Petty Officer Squared Away") would alert the LPOs of that division to have them turned in by dinner on Wednesday. If I still didn't have them by dinner, I would email their DIVOs stating their division was delinquent in safety for the week in a single email. The basic fact that other DIVOs know about a discrepancy in their division is usually motivation enough to get the walkthrough turned in. Soon you'll be at 100 percent accountability.

Training

Your governing instructions make it very clear about the importance of training — it's a top priority. Navy training is too often a display of a confused petty officer reading a training guide they've never seen before in front of a group of people that couldn't care less about what he or she has to say. If you aren't careful, this could be your safety training. Make it a point to get experts involved in creating the lesson guides or PowerPoint. The representatives from each division are great resources for diverse topics. If you have outdated training, have one of your SPO experts update the lesson guide. Let them be as creative as possible and use examples from other ships. Let's face it: safety can be a bit dry.

Speaking of other ships, hold continual additional training on other ships' mishaps which are relevant to divisions on your ship. Training is always more interesting to Sailors if it is relatable to their day-to-day operations. This training will help you accomplish the trend analysis component mentioned earlier. By training your Sailors on mishaps, the Navy is learning from its mistakes.

Lastly, put out your training topic schedule a year in advance, if possible, and standardize your schedule (example: OPS Department has training the third Thursday of every month at 0900). Also, put your



departmental and divisional topic in the Plan of the Day so nobody is surprised by their topic for the week.

Standdowns

If you can't make a safety standdown at least moderately interesting, nobody will listen. Nobody really cares that there were however many Christmas tree fires last year. Showing the video of how fast a dry Christmas tree starts a house on fire, however, is captivating and memorable. The NSC website has a surfeit of pictures and diagrams for your use. Also, *YouTube* is never short on "safety don'ts" videos.

Moreover, you don't have to do the standdown yourself. It is better to set up small group stations with different topics than hold a giant standdown on the flight deck. The Sailors will be more engaged, and you can get your experts to hold the training.

Sailors might not realize it, but they can probably quote just about any poster you find in the p-ways. To create a culture of safety, take advantage of the posters you'll receive as safety officer and hand out any pamphlets. If you don't have any, once again, visit the NSC web site.

Mishaps

One of the last aspects of an effective safety program is mishap reporting. When I was receiving turnover

from the last ASO, I was told that I needed a WESS account and OPS would tell me if I needed to fill out a report. The following week OPS asked me if a certain situation required a report – I told him I'd find out. I scoured more than 200 pages of the mishap reporting instruction to verify the answer was no. I was two months into managing my program when I discovered the "Is it Reportable?" PowerPoint on the NSC web site. It should clear up any questions you have on whether or not to do a WESS or AMHRS (Afloat Mishap Hazard Reporting System) report. When in doubt, report it. Make sure you know all the types of mishaps and the affiliated report that is required.

If a mishap has occurred, get as much information as possible. If a Sailor was injured, talk to your independent duty corpsman as soon as possible and get a copy of the injury report. Just the same as when you were the investigating officer on a preliminary inquiry, interview any personnel surrounding the recent incident. It is unlikely you will provide too much information. Of course, be sensitive when discussing tragic or difficult events.

I hope my experience as ASO will help you get your safety program started on the right foot. **SC**

LTJG Grumley is the assistant safety officer aboard USS Shoup (DDG 86).

It is better to set up small group stations with different topics than hold a giant standdown on the flight deck.



U.S. Navy photo by PH2 William R. Heimbuch

ONLINE RESOURCES

Naval Safety Center

<http://www.public.navy.mil/comnavsafecen/pages/index.aspx>

WESS Online Reporting

<http://www.public.navy.mil/comnavsafecen/pages/wess/WESS.aspx>

HOW TO REQUEST A SURFACE SHIP SURVEY

Contact the Naval Safety Center Afloat Safety Programs Directorate at (757) 444-3520, ext. 7831 (DSN 564) no later than 30 days before deployment. Include your desired dates and a point of contact.

1. Safety surveys are not inspections; rather, they are training opportunities. Safety surveyors take this time to work with your ship's crew to identify and correct discrepancies on your ship. The purpose of these surveys is to prevent injuries, equipment damage and deaths.

2. Because surveys aren't inspections, we don't assign grades or relative standings, nor do we require follow-up reports. The senior surveyor simply provides each ship with an informal written report of the most significant findings and recommendations. Only the CO receives the list of major discrepancies.

3. The survey takes one day, except for tenders, LPHs, LHAs, LHDs, and CVs, which require two days.

4. Exemptions include ships that are within 90 days of decommissioning, those that are within three months post-INSURV, and those in overhaul, SRA or major IMAV.

5. Surveyors recommend a shipwide safety standdown during the survey. Scheduling a day or half-day standdown the same day as the survey gives you the greatest return.

6. OPNAVINST 5100.19E requires surface ships to request a survey every two years.

REF: COMNAVSAFECEN Afloat Safety Advisory, 7-11, "Safety Survey Requirement Change," Message R 201437Z Oct 11

No Room *for* Snore Down

By LCDR Pamela Donovan

Designing a safety standdown that is not a “snore down” is every safety officer’s challenge. Command involvement, creativity, early brainstorming, publicity and relevant topics are key elements that can make an event successful. USS *Boxer* (LHD 4) recently kicked off a deployment with an original video safety standdown. The crew and embarked units could not stop talking about it for several days afterward.

Key to our success was the number of people involved. We reached out beyond the safety department and divisional safety petty officers. A total of 38 crew members from 10 departments appeared in the video. Even “Gator,” the ship’s mascot, got in on the action. People enjoyed watching their friends on screen and the entire media department played a crucial role in filming, editing and producing.

Creative Content

Nothing keeps viewers’ attention better than creativity and humor. Jokes ranged from “Gator” re-enacting common mishaps and injuries aboard ship to written comments on screen, and the XO revealing himself as “Gator”. One officer did several voices while discussing PPE throughout the ship. “Bane” [from “Batman”] taught about his favorite mask (respirators), and “Gollum” [from “The Lord of the Rings”] went to the bowels of the ship to explain main space steamers and hearing protection. We even included outtakes.

Early preparation makes a quality product. We brainstormed for several weeks on topics and forum and began filming over a month prior to the safety standdown date as some topics required close coordination and several retakes. We even started brainstorming our next safety standdown immediately after this one aired.




Publicity was essential and built up anticipation. Several members of the crew stumbled upon scenes being filmed, arousing curiosity. There was a “Boxer’s Latest Blockbuster” slide on site TV advertising date, time and channel. The commanding officer kicked off the safety standdown with a 1MC announcement inviting all embarked units to watch.

Topics relevant to the command and season also limit the snores. Anticipating the heat and demands of Fifth Fleet, our medical and dental departments performed a skit highlighting proper hydration, sleep, nutrition, and basic and oral hygiene while the safety department added a highly anticipated PPE fashion show. Supply filmed humorous scenes detailing hazmat

procedures. We also highlighted several accidents and injuries aboard, narrated Ben Stein style with “Gator” re-enacting, as the ship is now our home and workplace for the next several months.

Personal experiences within the command also proved highly effective. During a holiday safety standdown, two command Sailors discussed their experiences with DUI — one had been an offender and one was a victim. Their personal stories touched their shipmates and showed that DUI-related mishaps happen to us, not just to someone else.

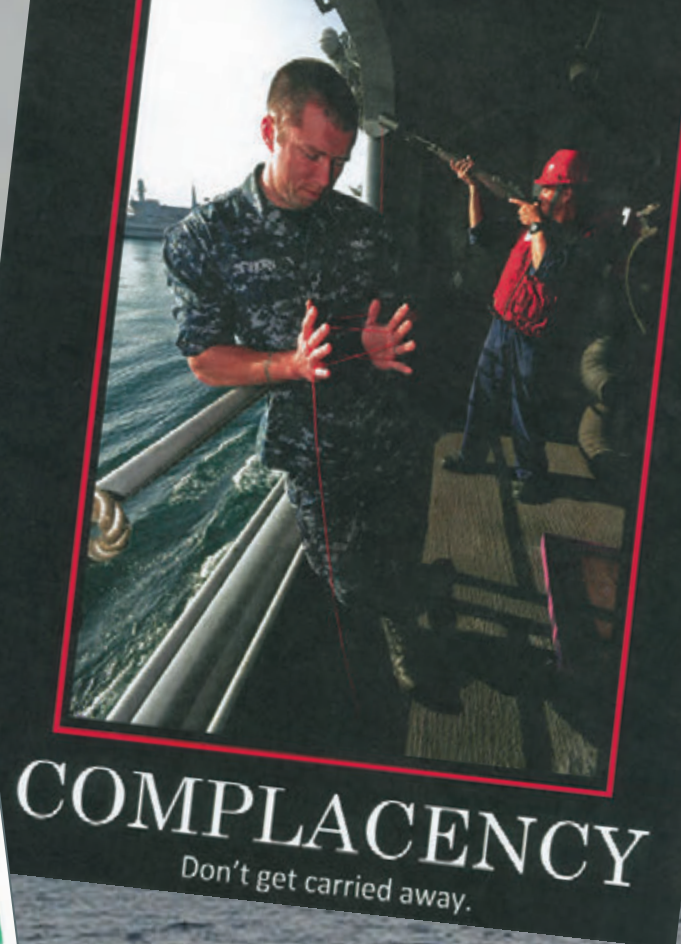
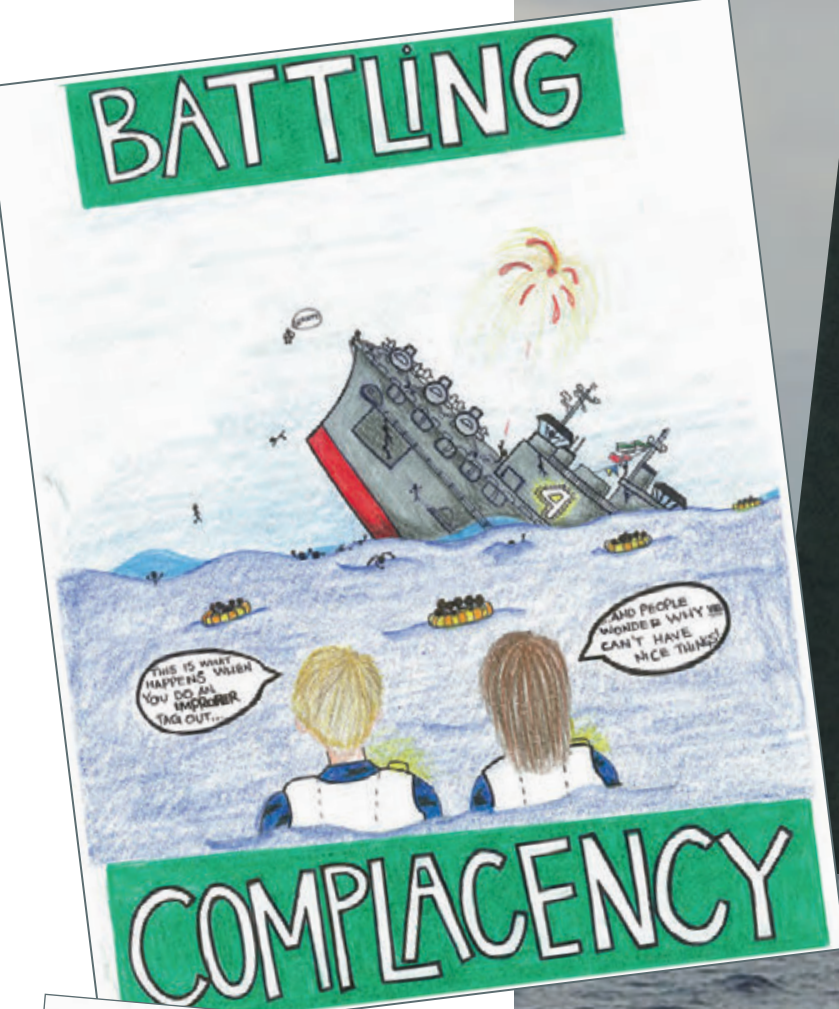
Safety standdown forums are a challenge on big decks. There are very few places large enough with good acoustics to gather the entire crew, so video safety standdowns serve as a convenient and comfortable way to convey a very important message. However, this beneficial forum comes with limitations. There are no opportunities for questions and face-to-face discussion. For our next safety standdown we are considering holding several sessions in the ship’s classroom to facilitate case studies and discussion.

When it comes to safety standdowns, the possibilities are endless. Early planning, humor, relevant topics, and capitalizing on the talents of Sailors and Marines defeat the safety “snore down.” You can make your next safety standdown the best one yet. 

.....
LCDR Donovan was the safety officer aboard USS Boxer (LHD 4).



“Gator,” USS *Boxer*’s mascot, re-enacting common injury trends, including slipping down ladderwells. U.S. Navy
photo by MC3 Conor Minto



Fighting Complacency with Creativity

Complacency - Don't Get Carried Away

Created by GM2 Michael PakBlyzniuk and GM3 Levi Horn
Courtesy photo by MC3 Mayra Knight

Five Minute Paint Job

Created by ET3 Giovanni Rabadan

Battling Complacency - Improper Tagout

Created by ACAN Sophia Pech



By MC3 Robert Sanchez

Deployments can bring many hazards to service members. Whether Sailors are working on the flight deck, conducting well-deck operations or working below in the engineering spaces, danger is always present.

One constant danger is becoming complacent — when a person loses awareness while performing the day-to-day tasks. This can result in preventable mishaps and injuries.

Aboard the amphibious assault ship USS *Boxer* (LHD 4), the safety office decided to stand up against complacency and get the ship's crew involved by holding a safety poster contest.

"This was the perfect time to get the word out," said Aviation Structural Mechanic 1st Class Matthew Vitello, assigned to *Boxer's* Safety Office. "Mid-deployment is when a lot of us get into a routine, and that is when complacency strikes. Being aware of complacency is the first step to avoid becoming a statistic of it."

The rules for the competition were one entry per contestant. Posters had to be work-related and be made in good taste.


"We [*the Safety Office staff*] thought all the entries were great," said Vitello. "There are a lot of talented people aboard. Some were coming to us for statistics

on accident and injury reports. Others were setting up scenes to capture a complacency situation in a picture. I was surprised how involved everyone was."

Boxer Sailors and Marines voted for their favorite entry, and the top six posters received prizes ranging from a night in the commanding officer's guest stateroom to getting a duty day off.

"The competition was a great idea," said first place winner Gunner's Mate 3rd Class Levi Horn. "Many of my duties as a gunner's mate require me to stay focused in order to avoid hurting myself or others."

The winning poster is now seen around the ship as a reminder to the crew about hazards in the workplace.

"No one wants to get hurt out here, and our routines don't really differ from day to day, which is why complacency is a very real hazard to all Sailors and Marines," Horn added. "We must always remind ourselves and our shipmates not to cut corners and to always maintain situational awareness." 

MC3 Sanchez is with USS *Boxer's* public affairs office.

USS Germantown Brings Down Injury Rates

By LTJG Braulio Medina

Sailors and Marines aboard dock landing ship USS *Germantown* (LSD 42) have played a key role in lowering their injury rates by 300 percent over the last three years. They did so while maintaining a demanding, forward-deployed operational schedule.

Not all injuries occur during the ship's stringent operational tempo as a forward-deployed vessel. According to our three-year trend analysis, a large percentage of injuries occurred during *Germantown* Sailors' downtime ashore.

Risk can be found in the simplest of routines. In fact, sutures were once required for a junior Sailor who reported he accidentally injured himself with a pocket knife while opening a package from home. Another incident involved a senior Sailor injuring his thumb while going down a ladder toward the main space.

"The most severe injuries occurred during off-duty recreation," said LT Nathan Whitlow, our senior medical officer who attends to the 35 officers, 330 enlisted Sailors, and more than 400 embarked Marines assigned to the amphibious vessel at any given time.

Our mishap-prevention efforts have paid off. The number of off-duty injuries went down from 14 (2011) to 7 (2012) and 1 (2013). The chart illustrates the total number of mishaps, on-and off-duty, from 2011 to 2013.

Whitlow said the ship's department leaders stress the importance of safety (right before weekends) and reinforce smart choices at morning quarters and training events.

The ship also has a robust zone-inspection program covering all five departments. The program emphasizes a strict 24-hour correction of all safety and damage control discrepancies.



U.S. Navy Photo/ffile

We also use posters, the plan of the day, and the ship's site-TV system to broadcast safety messages and bulletins. The "can-do" crew has not sacrificed safety during any operation. *Germantown* has used its time in port for a mixture of leave, school and maintenance.

The ship's crew was mandated to attend a command-wide safety standdown prior to the 2013 holiday leave and upkeep period. The training was held locally in the community education building located in Fleet Activities Sasebo. The recorded version was broadcast on site-TV for duty-section personnel so they could also benefit from the training.

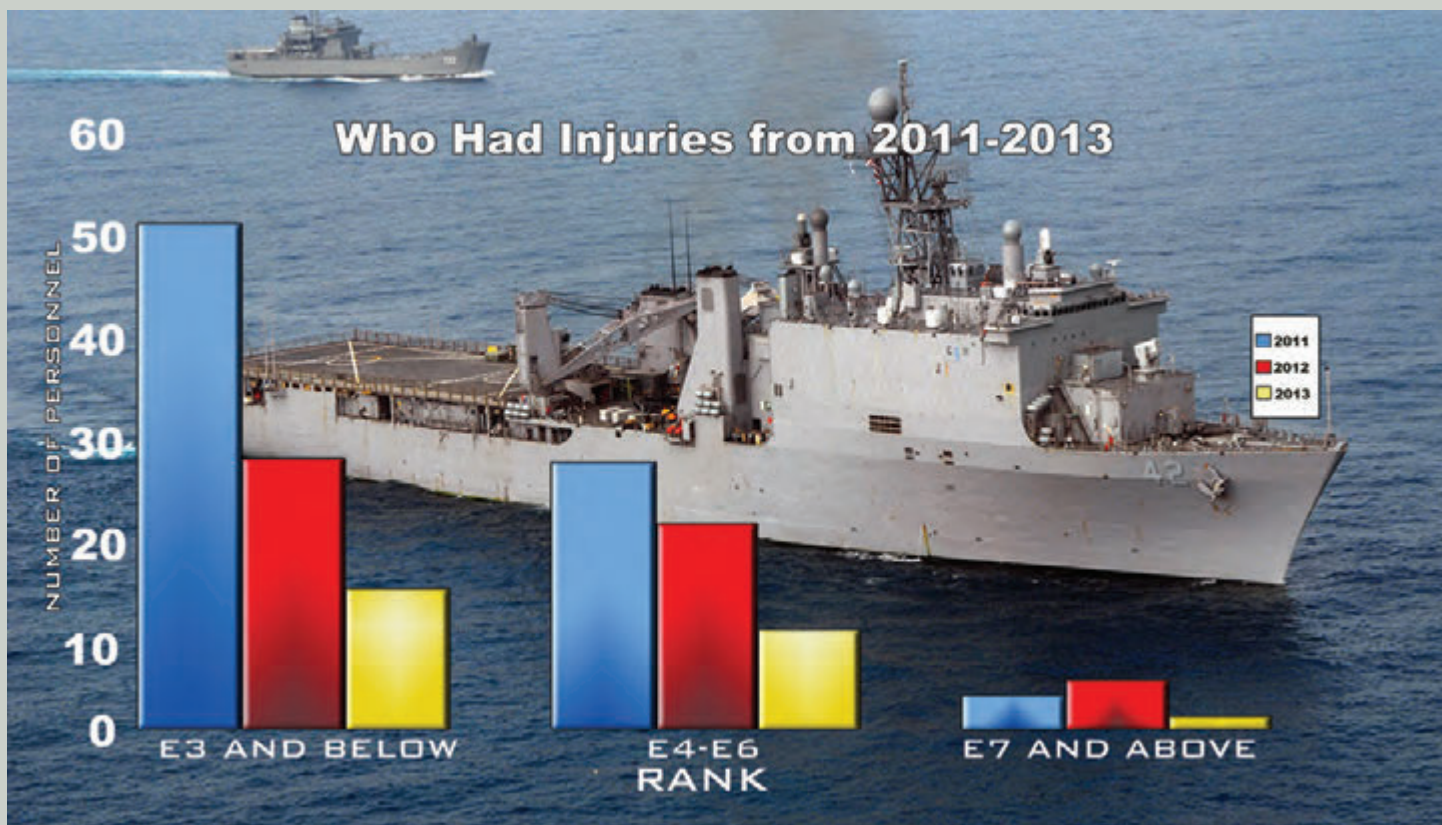
Senior enlisted and seasoned officers were among those who taught *Germantown's* junior Sailors the importance of car maintenance and inspection, risk management, and basic safety while traveling various parts of the world while on leave. The ship received no reports of injury during this holiday period and considered its safety standdown a success. The ship's emphasis on training and improved risk management significantly helped decrease injuries. *Germantown's* motto is "Follow in Our Footsteps" as we continue to raise the standard in safety excellence. **SC**

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LTJG Medina was the assistant first lieutenant aboard USS *Germantown* (LSD 42).



U.S. Navy photo by MC1 Robert Clowney

Whitlow said the ship's department leaders stress the importance of safety (right before weekends) and reinforce smart choices at morning quarters and training events.



U.S. Navy Photo/file



NAVSEA Releases Fire - Safety and Prevention Manual

From Naval Sea Systems Command Office of
Corporate Communications

In February, Naval Sea Systems Command (NAVSEA) released a new fire-safety and prevention manual for all ship repair and construction activities.

The manual integrates existing shipboard fire safety requirements with lessons learned from the major fire that occurred aboard USS *Miami* (SSN 755) at Portsmouth Naval Shipyard in 2012.

It was developed and reviewed by industrial and fire safety experts across the Navy and provides a single source for requirements to improve shipboard fire safety during industrial work. It applies to all public and private ship construction and repair activities, and to all ship availabilities.

“Navy leadership recognized a clear need to raise our standards and capabilities, and develop cost-effective solutions to improve fire prevention, detection, immediate response and extended response for ships undergoing industrial maintenance,” said Vice Adm. William Hilarides, NAVSEA commander.


The manual provides policy on how to deal with hot work during an industrial availability, handling of flammable and combustible materials, and fire prevention and safety inspections. The manual also requires the installation of a temporary automatic fire detection system during submarine availabilities.

Every ship repair and construction activity will be required to perform an annual fire drill to test its full fire

response plan and emergency response capability. These drills will provide a forum for each activity to prove their local plan is effective.

“This manual is the right long-term response to the watershed event the *Miami* fire represents,” said Hilarides. “It is imperative that all organizations implement the applicable requirements of this manual and ensure their fire safety and response procedures and capabilities are solid.”

It is equally important that the shipyards and maintenance activities implement the requirements judiciously. Since the manual covers all ship availabilities, it provides tiered risk mitigations based on the amount and complexity of the work being performed, and provides the flexibility to address unique and challenging situations. Commands are empowered to address these considerations and determine how to apply the requirements for each ship availability.

“I expect thoughtful consideration by the naval shipyards, regional maintenance centers, Trident refit facilities, fleet maintenance activities, private repair shipyards, new construction shipyards, and ships in determining how to apply the requirements for each availability,” said Hilarides. “Organizations are expected to be judicious and make smart decisions to achieve an optimum balance of all the risks—fire safety, as well as cost and schedule.” 

REFERENCE

Industrial Ship Safety Manual for Fire Prevention and Response (S0507-AC-CCM-010/8010)

Modified Adapters

ILLEGAL FOR SHIPBOARD USE

By EM1 Matthew Brown

The latest addition to Sailors' inventive technology is an adapter that was custom made to fit shipboard light-starter sockets. Despite its rugged appearance, this item is not authorized in the *Naval Ships' Technical Manual* (NSTM 300 (Electric Plant-General) or OPNAVINST 5100.19E).



A normal fluorescent light requires an internal starter to operate efficiently. The modified version will not sustain the required performance for safe usage. While a Sailor was making this adapter, several internal parts were removed, preventing the use of the light.

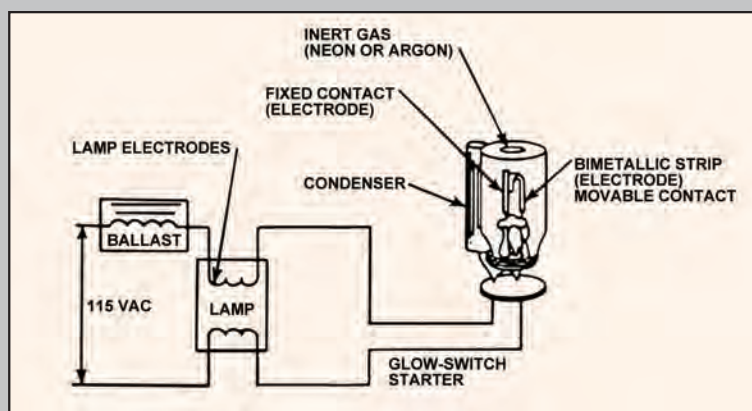
Starter contacts may come loose and ballasts often develop problems. Light bulbs may have a shorter life, blow fuses, trip circuit breakers, and potentially cause electrical fires.

Either design could cause a loss of lighting and may lead to injury of personnel or damage to equipment. Unplugged items are capable of causing an electrical shock. Items that are plugged in can start electrical fires.

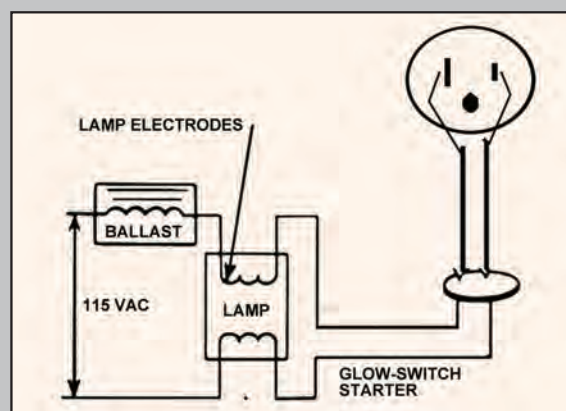
The plug on the modified version has a ground contact that is not connected properly. When plugging in the metal-cased item, there is high probability of having the power lead accidentally touch the metal case. The user can be shocked if the ground is not properly connected. **SC**

EM1 Brown is assigned to the safety department aboard USS Harry S. Truman (CVN 75).

Schematics



Normal Fluorescent Light



Modified Light

Emergency Kit *for a* **Mechanical Shaft Failure**

By GSCS (SW) Noah Lopez

Do you know where your emergency packing kit is stowed? Is the kit complete? Is it stowed in the vicinity of stern-tube seal? The answer to all three questions had better be a resounding "Yes!" If not, you could face a huge dilemma if the mechanical shaft seal fails on your ship.

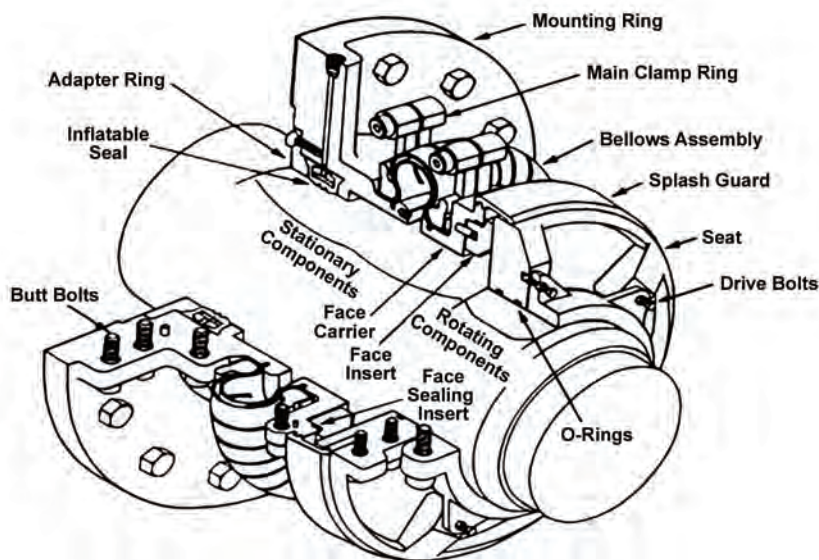


Figure 1-1 Type MX9 Stern Tube Shaft Seal Assembly

To avoid being unprepared for this failure, ensure your kit is inventoried and verified often—not just for an upcoming inspection. The emergency packing kit should be fully stocked and stowed in the vicinity of the stern-tube seal for ready use.

The Type MX9 stern-tube shaft-seal assembly is a fully split, water-lubricated seal on the inboard end of the stern tube. The assembly keeps seawater from entering the ship's spaces where the main propulsion shaft pierces the hull of the vessel. The primary seal is a mechanical face-type attached to a flexible bellows assembly which allows the seal to accommodate axial, radial and angular shaft movements.

Additional emergency packing installation information is available in paragraph 244-6.5.2.11 of the *Naval Ships' Technical Manual* (NSTM 244) and paragraph 2-4 of *Seal Assembly Stern Tube Shaft Type MX9 Technical Manual* (S9243-BG-MMA-010).

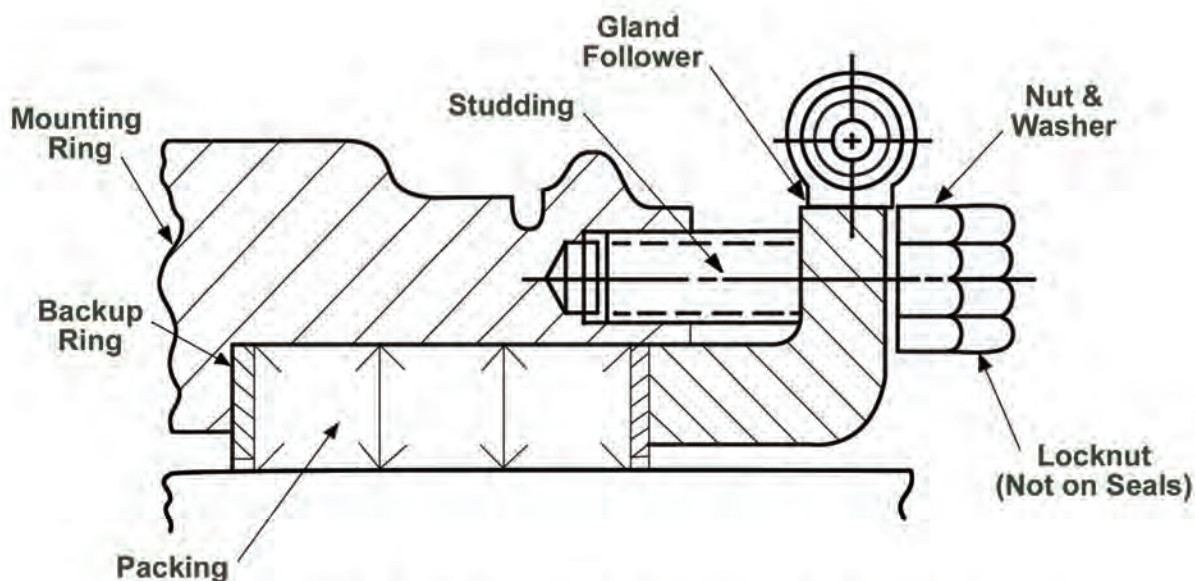


Figure 244-6-17 MX9 Stern Tube Seal with Packing Installed

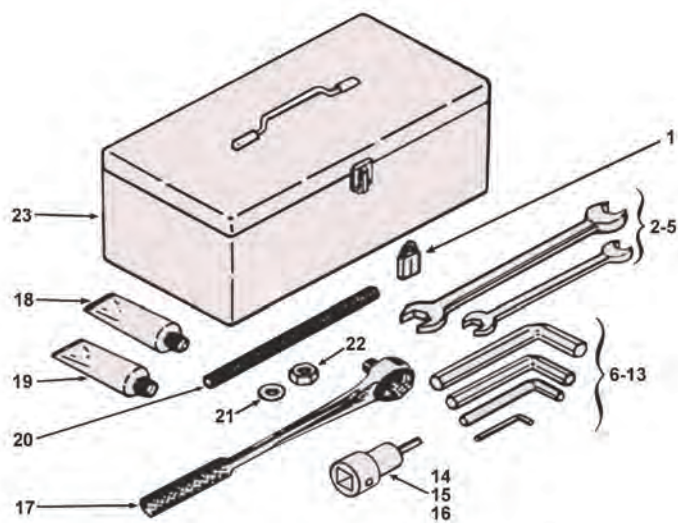


Figure 1-2 Toolbox Kit

The stern-tube shaft-seal assembly incorporates an inflatable seal to provide emergency sealing of the shaft and to allow inspection, maintenance or repair to the seal while the ship is waterborne. The assembly also incorporates an emergency packing gland. Should the mechanical face seal fail, the seal may be converted to a conventional stuffing box for continued dynamic operation. **SC**

GSCS Lopez is an engineering analyst in the Afloat Safety Programs Directorate, Naval Safety Center.

Be Dive Ready

By NDCM (MDV/DSW/EXW/SW) David Schoephoerster

During recent surveys of the dive community, we have noted the following discrepancies:

Expired Items

It is surprising how many expired items we find in medical kits/chamber kits. We're not talking days or weeks, but years. If it has an expiration date on it and it is beyond the date, replace it. For your dive station medical kits, properly label any over-the-counter medications with drug name, dosage, lot number and an expiration date. It is up to you to decide what is in your dive station medical kits.

Automated External Defibrillator

We highly recommend you have a towel and razor in your AED bag. This was discussed after an incident because personnel had a hard time getting the adhesive pads to stick.

Training

Divers are following their training plan, which is great, but we are not making provisions for those divers who missed initial training. Also, if you have any unscheduled training, break out a muster sheet and document it.

We are constantly making efforts to improve and update our diving safety survey checklists. You can download them from the diving section of the Naval Safety Center web site. Please have blank checklists printed and available when we do your survey. **SC**

NDCM Schoephoerster is the resident master diver in the Afloat Safety Programs Directorate, Naval Safety Center.

TOP-10 DIVING DISCREPANCIES IN 2013

1. Diving medical equipment (oxygen cylinders, AMBU bags, stretchers, AEDs) is not covered under PMS.
2. No command diving salvage warfare specialist instruction.
3. PMS not implemented for all diving equipment.
4. Eyewash stations not being maintained properly per PMS.
5. Expired items in med kits.
6. No DORA in the last 24 months.
7. Not all divers have a current CPR card.
8. Not all dive equipment is serialized/single line items or EGLs not being used.
9. Rubber hoses on underwater tools not within service date (12 years).
10. REC procedures not being followed on MK16 UBA.

ONLINE RESOURCES

Naval Safety Center Diving Division

<http://www.public.navy.mil/comnavsafecen/Pages/Afloat/diving/diving.aspx>

Diving Safety Lines

<http://www.public.navy.mil/comnavsafecen/Documents/afloat/Diving/Articles/2013DSL.pdf>



U.S. Navy Photo/file

Are You Getting Enough ZZZZZZs?

From Naval Center for Combat and Operational Stress Control

Sleep problems, especially insomnia, are very common among Sailors and Marines during and after deployment. If these problems are not treated, they can last for months or even years.

Key Facts to Know

- Poor sleep can lead to poor health — both mental and physical — because your body does not get the quality rest it needs to repair itself.
- Difficulty sleeping can be a symptom of a psychological health condition, such as PTSD (post-traumatic stress disorder) or depression. Most people with PTSD or depression suffer from insomnia.
- Nightmares are also a common problem for people who have PTSD.
- Sleep problems can be linked to alcohol abuse. People with insomnia often drink more, but alcohol can disrupt restful sleep and add to the problem.
- About half of service members with traumatic brain injuries have some sort of sleep disorder. Often,

the problem is sleep apnea, which is a breathing disruption that occurs during sleep.

- There are effective treatments for sleep problems, and you should talk to your doctor for recommendations. Treatments may include practicing good sleep habits, such as regular exercise, learning relaxation techniques and not drinking caffeine in the hours before bedtime.
- Sleep medications may be prescribed. If you have sleep problems as well as a mental health condition, treatments that address both problems, including therapy and medication, may be recommended. **SC**

ONLINE

Naval Center for Combat and Operational Stress Control
<http://www.nccosc.navy.mil>

This Grill Is on Fire!

... and it's not the kind you want

By LT Christopher Norine

As a naval officer, I train and deploy in an environment where safety is a primary consideration every day. We learn to react to emergencies in the aircraft calmly and without hesitation. However, I didn't apply that mindset on a sunny afternoon in my own backyard.

It had started as just another Saturday in the central valley of California. Even in the middle of January, the weather is typically mild (think mid-60s and sunny), and grilling is usually an around-the-year activity. I hadn't used my propane grill in months, which means it was completely covered in dirt and dust. My first act of the day was to completely clean it, both inside and out. I lit it to make sure the gas line was working as advertised. Satisfied that it was working, I cooked up a cut of tri-tip steak. When it was done, I brought the steak inside.

My typical cleanup process is step-by-step and very methodical. I'm the kind of person who has to do things the same way every time (thanks to a few years flying grey airplanes). I typically extend this mentality into my daily personal life. My grill cleanup was so ingrained that I was on autopilot, and that was where my woes for the day began.

First I turn on the grill burners as low as possible while remaining lit. Then I shut off the propane gas at the valve. This process (I believe) allows all residual gas

to be drawn out of the lines. Next, I clean the grill with a wire brush to prevent build-up and corrosion. Last, I start carving and eating, and everyone would be happy with my slightly-above-average ability to grill a steak without turning it to charcoal.

This time, as I shut off the propane tank at the valve, something didn't seem right. It took my brain about a second to register the intense burning sensation on my hand. I pulled away, noticing a flame on the fitting between the propane tank and the grill's gas line. At some point between my cleaning in the morning and the end of my grilling session, the fitting that screwed onto the tank had failed, allowing a small propane leak. The flame was directly under the metal valve controlling the flow of propane from the tank. The valve had gotten extremely hot.

Instead of running in the opposite direction and grabbing a fire extinguisher, I instead employed a few choice epithets about the grill, turned off the burners and blew out the flame. Then I went inside, grabbed an oven mitt and wore it while closing the valve.

Gases expand as they heat up, at least according to my high school chemistry teacher. I had no idea how extensive this leak was or how long it had been lit. The worst thing that could have happened was the tank could have exploded with me standing a few feet away.



It only takes a few minutes to leak-check your hoses. *Photos courtesy of the author*

I got away with second-degree burns on two of my fingers. And take the word of this “almost-a-statistic” grill master: second-degree burns hurt quite a bit.

My almost-manic attention to detail also screamed out a major “other” for me during this whole evolution: I had no idea where I had placed my fire extinguisher. After tearing apart my place, I found it in the garage, wedged between my washer and dryer, where it was no help whatsoever. To top it off, the pain from the burns killed my appetite, so I did not even get to enjoy the food!

The business of naval aviation has taught me that we all make mistakes, and the best course of action following a mistake is to determine the causal factors so that we can prevent the mistake from happening again. From the start, I was behind the power curve due to complacency. I know that I have to take it slow if I have

not been in the airplane for a while, and this should not be any different. My complacency also showed during my cleanup, when I grabbed something that had been pretty close to an open flame without actually getting eyes on it. If I had just looked, I would have seen the leak that had bloomed into an open flame.

This was also a case of bad situational awareness being worse than no situational awareness. I knew I hadn’t grilled in a while, and although I took some steps to mitigate the risks, I still missed a very important part. Nobody I know would admit that they could possibly screw up while grilling, but it can happen. But if you recognize that it has been a while, then there is no harm in double-checking everything as you go. The food will taste just as good and you can walk away without becoming another fire or injury statistic. **SC**

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LT Norine is an F/A-18F weapons system officer with VFA-2.

ONLINE

Grilling Facts from the National Fire Protection Association

<http://www.nfpa.org/safety-information/for-consumers/outdoors/grilling>

Before grilling, take the time to leak-check your propane tank hoses.

- First, you need to have a basting brush (or something similar) and a bowl of soapy water.
- Next, open the valve on your propane tank so that gas is flowing through the lines. During this entire process ensure you keep all open flames away from the grill.
- Brush down all the hoses and connections slowly. Pay special attention to any bubbles; they indicate a leak.
- Once you’ve identified the leaks, shut off the fuel. Leaks are caused by two different conditions. One is a loose connection, which can be easily fixed by tightening up the fitting. The other is worn, warped, or cracked hose or fitting. The only solution to that is to replace the part. Consider your grill in a “down” status until properly functioning parts are installed.

MISADVENTURE

By Randall Humiston, Ph.D.

This three-hour tour was destined for failure from the beginning. The “captain” had just purchased a one-third share in this sailboat from a fellow Sailor. He and a couple friends decided to take it out in Monterey Bay for their maiden voyage during the first available weekend of good weather.

To their credit, they did check the weather and expected conditions for their big adventure. Based on guidance from the harbor master, they did not plan to go out beyond the confines of the bay into the open ocean. Had the harbor master known who he was talking to, the guidance would have been much different. A glance at a chart for the area will show that the confines of Monterey Bay is a huge expanse of water, open to any wind and seas from the west.

Unfortunately, the main sail was already rigged on the 24-foot sloop rigged sailboat, needing only to be hoisted and made fast. I say unfortunately, because had it not been rigged, it is unlikely that our Sailors would have been able to rig any of the sails and get under way. Using only the main, they did manage to get under way on wind power and make it out of the marina into the bay without any groundings or collisions, although they did report that they came close a few times, avoiding catastrophe with frantic push-offs and tiller operations.

Did I mention that the sailboat was not equipped with any type of motor or other means of propulsion? Did I also mention that none of the three Sailors aboard had any sailing experience or training whatsoever?

After making it a half-mile into the bay, they noticed that the wind was picking up and the seas were increasing. They reported winds from 10-15 knots and 4-5 foot swells in open water with 5-7 foot breakers near shore.

After deciding that conditions were getting too rough for their experience level (their words, not mine), they decided to turn around and head back to the marina. A wise move except that they now had to figure out how to turn around, let alone execute a jibe with a stiff breeze and maintain headway and steerageway. No luck. They found themselves making it partway through the turn to starboard, sails luffing due to mishandling, no steerageway, and being rapidly set down onto the beach by seas and wind broadside to the boat.

ON MONTEREY BAY

Three survive a sailing mishap and live to admit they were scared to death.

As they neared the beach, the seas became higher than the available freeboard and washed our part-owner Sailor over the side. He had been stationed in the cockpit manning the tiller, but as there was no steerageway, his loss probably only improved the boat's handling as it would have naturally come around. He splashed around for a while, but soon realized all he had to do was stand up and wade ashore as he was in four feet of water. I say fortunately because none of the boat occupants were wearing life vests (even though they were available in the boat cabin).

The other male boat occupant, seeing his shipmate go over the side, jumped in after him to save him. Good thing he didn't dive as he would have probably hit his head on the sand and rocks below. They waded ashore, just beating the boat to dry ground. Once they realized the boat was going to go hard aground, they waded back out to try and keep the boat from incurring any damage. The one female Sailor jumped over, waded ashore, and went to fetch the authorities to get assistance.

After getting permission from the Naval Postgraduate School Police Department, a salvage company towed the boat up onto the NPS beach in order to keep it stable for the night. The next day, another salvage company towed the boat back to the marina and its slip. The only apparent damage to the boat was its rudder. On further questioning, it was determined that sailboat co-owner did not know what type of boat he had purchased a share in, what make, model or year it is, what equipment it came with, how to use any of it or anything else that would have been useful knowledge in the prevention of this mishap. It seems his shipmates were just as hapless in allowing themselves to be party to this misadventure. They each admitted to being scared to death after they got out on the seas and the wind and waves picked up. **SC**

Dr. Humiston, department head for the Center for Information Dominance Unit-Monterey, Calif., was the safety officer who investigated the incident.

U.S. Navy photo by Visual Info Spec John W. Williams/Naval Safety Center

Free Advice, Served Daily

By MC2 Mike Wright

As the drug and alcohol program advisor at Naval Forces Central Command (NAVCENT) Bahrain, Chief Yeoman Christopher Dixon takes his role to heart. For the last two years, he has helped Sailors deal with alcohol- or drug-related issues. He also advises the commanding officer on drug and alcohol use and abuse within the command.

“We try to maintain a proactive position, with continual training and counseling,” Dixon said. “If people are having problems, [I prefer] that they see me before anything bad has taken place.”

An alcohol incident in the military can be defined as “any alcohol-related offense punishable under the UCMJ or civilian authority committed by a member where, in the judgment of the member’s commanding officer, the consumption of alcohol was a contributing factor.” In 2012, the U.S. Navy’s combined drug and alcohol-related incidents decreased. However, alcohol and drugs are a contributing factor in most sexual assaults reported in the military.

Key to running a successful program is Dixon’s approach: provide Sailors with strong leadership and advice.

“I really want Sailors to understand that there is absolutely no need for excessive drinking,” said Dixon. “We are in the military, and we need to maintain self-pride in reference to serving. Sailors should also remember that serving in the military is one of those rare professions where one mistake of having an alcohol or drug-related incident could negatively affect your life for years to come.”

In most cases, Sailors who are convicted of an alcohol-related incident suffer a reduction in rank and pay, as well as have to pay legal fees. Some are dishonorably discharged from the armed forces, and as a result have to forfeit retirement pay and benefits.

“Losing your career over a bottle isn’t worth it,” said Dixon. “I try to tell people that my objective as DAPA isn’t to hurt their career, it’s to help them. My main purpose is to solve the problem. The Sailor could be suffering from depression, or an emotional problem such as being homesick. I will always try to be there for that person.”

The Navy’s policy regarding alcoholism states that military members are responsible for their own drinking habits; if they believe they have an alcohol problem, they are responsible for seeking treatment. **SC**

MC2 Wright is with Naval Forces Central Command Public Affairs.

Alcohol and drugs are contributing factors in most sexual assaults reported in the military.



Ready to Drive?

Owning and operating a car is a big responsibility. Whether you're 20 or 60, driving laws are the same. The Department of the Navy wants you to heed its traffic safety regulations. OPNAV Instruction 5100.12J and Marine Corps Order 5100.19F both serve one purpose: to establish policy and guidance for motor vehicle/motorcycle operators, passengers, bicyclists and pedestrians.

Sailors face and overcome many hazards as they go about their daily lives. One that proves fatal far too often: the roadway. We've lost too many Sailors as a result of preventable crashes. When you travel, think of where you want to be and where your family will want you to be when it is over. Practice risk management. Do your part - fill out a risk assessment via TRiPS and have your supervisor review it. Once you are aware of driving risks, you can more easily manage them. Get started today at <https://trips.safety.army.mil/navy/login.aspx>.

We've listened to your feedback and you will see a whole new TRiPS soon! Visit the Naval Safety Center website for updates and look for notices and ALSAFE messages.

Before you get behind the wheel and head out for the long and winding road, remember your driver responsibilities: be a safe driver, and protect your passengers and other motorists.



OPNAV INSTRUCTION 5100.12J
NAVY TRAFFIC SAFETY PROGRAM



MARINE CORPS ORDER 5100.19F
MARINE CORPS TRAFFIC SAFETY
PROGRAM (DRIVESAFE)

TRAVEL RISK
TRiPS
PLANNING SYSTEM



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Time-Critical Risk Management

Because conditions can change with little or no warning, being ready allows you to manage that change and minimize risks associated with it.

- A - Assess the situation.
- B - Balance resources.
- C - Communicate to others.
- D - *Do* and *Debrief* the event.



Scan the code with your smartphone to visit the ORM web page. Data rates may apply.
<http://www.public.navy.mil/comnavsafecen/pages/orm/ORM.aspx>
U.S. Navy Photo by PH2 Marjorie McNamee