



# Ship's Safety Bulletin

ISSUE #1  
2015



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## GENERAL QUARTERS - WHOSE EMERGENCY IS IT?



Many injuries happen to Sailors needlessly rushing and running to casualties, special or emergent evolutions, or drills. We fight like we train and we need to be smart and safe about it. Running to a repair locker or watch station does not decrease response time if the Sailor gets injured on the way there. Ladder related injuries (slip, trip or fall) can be easily prevented.

During the past three years; slips, trips, and falls have resulted in the second highest incidence of Sailor injury and the occurrence is steadily increasing. In 2013, we averaged 483 reported incidents per year during a three-year period, and in 2014 that number increased to 626 reported incidents per year.

Impact with stationary objects such as doors, hatches, scuttles, and knee knockers are the third leading cause of injuries among Sailors. The ladders, closures and structural features of ships have specific design capabilities. Re-engineering something that works would be more a waste of precious funding than simply training personnel to understand and operate safely around these common shipboard hazards.

The majority of these injuries occur in Sailors E-1 to E-5 and O-1 to O-2. Warships are a hazardous place. The ship is built for its wartime mission, not for the comfort and support of the daily routine of the crew. Ladders are designed to fit within a particular space and be able must be easily removable to facilitate repairs or equipment installation. Instead of redesigning ladders, perhaps we simply need to make Sailors smarter about the hazards of shipboard ladders. (Continued on page 2)



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## GENERAL QUARTERS - WHOSE EMERGENCY IS IT?

Here are some rules for Sailors to follow:

1. Keep your boots free of oil.
2. Do not run up or down ladders.
3. Do not slide down ladders.
4. Do not skip steps going up ladders.
5. Ensure that at least one hand is in contact with the hand rail or hand grab device while transiting ladders.
6. Do not carry items up or down ladders which require the use of both hands.
7. Pay attention to the task at hand, simply, ascending or descending the ladder.

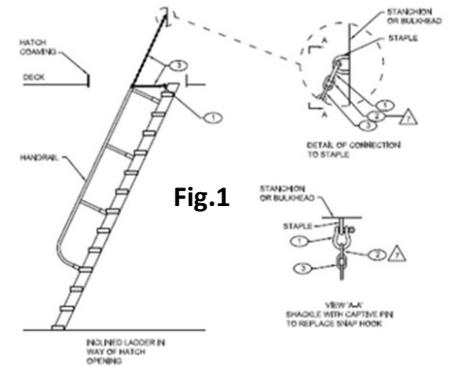
**If responding to a casualty, remember: Don't let an emergency become your emergency.**

If you are responding to an emergency and get injured in the process, you now become an emergency. Your situation will then create a deficit in the available resources for the initial emergency. In the fire department it is commonly said that it takes four fire fighters to replace one who gets injured. Here is how the math works: minus one person for your injury, minus two people for the personnel that it will take to treat you and transport you to medical and minus another person from another assignment to take your spot and then fill your replacement's original duty. Unless you are fortunate to be on a ship that is 400 percent manned, you can see how a single avoidable injury can result in a cascading issue. There are ways that we can mitigate material conditions of ladders that may contribute to injuries:

1. Ensure ladders are maintained with all parts in place as shown in NAVSEA DWGS1604-8600400 (Fig.1)
2. PMS on ladders IAW MRC 6641/003 18M-1R.
3. Quarterly Zone Inspections IAW COMNAVSURFORINST 3120.1 (Encl 2, line 39) or COMNAVAIRPAC/LANT INST 4790.1
4. Submission and follow up on daily fire marshal reports, master-at-arms reports, and safety hazard reports.

The major contributor to on ladder-related incidents is lack of training respective to their hazardous nature and maintenance compliance.

Keep the ship ready by keeping the crew safe through training, supervision and cultivating a culture of safety aboard your ship. The Sailor needs to understand that it should be everyone's goal to return home, at the end of the day or the end of the deployment with all their body parts in the same condition when they left. This is through ORM of events, and the application of TCRM to each individual's action. Let's start 2015 off right with zero mishaps, and see if we can maintain that goal through the year. Although it sounds impossible, if each work center can keep a zero-mishap goal, then it will naturally expand to the department, ship, squadron, TYCOM, Fleet and Navy.



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## Small boat operations & cold weather Are you prepared?

Launching and recovering the 7M and 11M rigid inflatable boat (RIB) is a skill set that many learn over the years and is what most consider for the risks involved in launch and recovery of our assets, especially in an elevated sea state. How many consider the actual operation of the small boats and crew for their respective mission?

Operating in a sea state of 1 or 2 is an easy day, but when you are 18" above the waterline, do you consider the ambient air temperatures? What about the sea water temperature? Let's put them together now and consider you may get soaked/drenched from either sea spray or rain. Now let's add some propulsion into the equation and consider your boat crew is now operating in a wet condition, cruising at 20 knots. Simple so far, right? Maybe if the water and air temperature is 80 degrees. Now let's make the water and air temperature 50 degrees. Big difference! Add 20 knot winds across the coxswain flat from your forward momentum and you have a very cold condition. NWUs and Parka couldn't protect you completely.

Naval Safety Center has become aware of several incidents where our Sailors are put in peril due to freezing temperatures and the lack of foul weather gear utilized during small boat operations. Consider all aspects of the operation and use a solid and thorough operational risk management (ORM) approach when planning the mission. Should an anti-exposure coverall be utilized for crew and passengers riding? What if someone were to fall overboard? What if someone were to get saturated with water? What if the RIB broke down? What if the sea state declined? Don't hesitate to ask yourself "What if?" or hindsight will be 20/20. Mustang Survival (part# MS2175) and Stearns (part# I580) have coveralls in variable sizes available for military use. Are you prepared?



## Safety Hazard Report It's an all hands tool!

Ship's safety petty officers, master-at-arms force, sounding and security watches, zone inspectors and workforce personnel are all responsible for identifying and reporting hazards in the workplace.

Do you see something that may cause an injury to your shipmates? Could it cause a casualty if not corrected? Are you unsure if it is safe? There is a way to report it up the chain of command and get the situation resolved promptly! It's called the Safety Hazard Report!

Of course, hazards that can be corrected on the spot, should be! But if they cannot, use the Navy standard reporting form, Safety Hazard Report (OPNAV3120/5). Zone inspectors and day to day workforce personnel can and should identify hazards in the workplace.

This report is used by all hands to ensure tracking and timely repairs of safety discrepancies through the responsible work center to the commanding officer via the safety officer, 3MC and department heads.

If the risk is validated by the appropriate safety personnel and cannot be resolved, an interim corrective measure shall be made within 10 days of the report. The ships 3M coordinator can track safety-related JSN's with the form as well. Safety Hazard Report Forms can be obtained at <https://Navalforms.documentservices.dla.mil/web/public/home>

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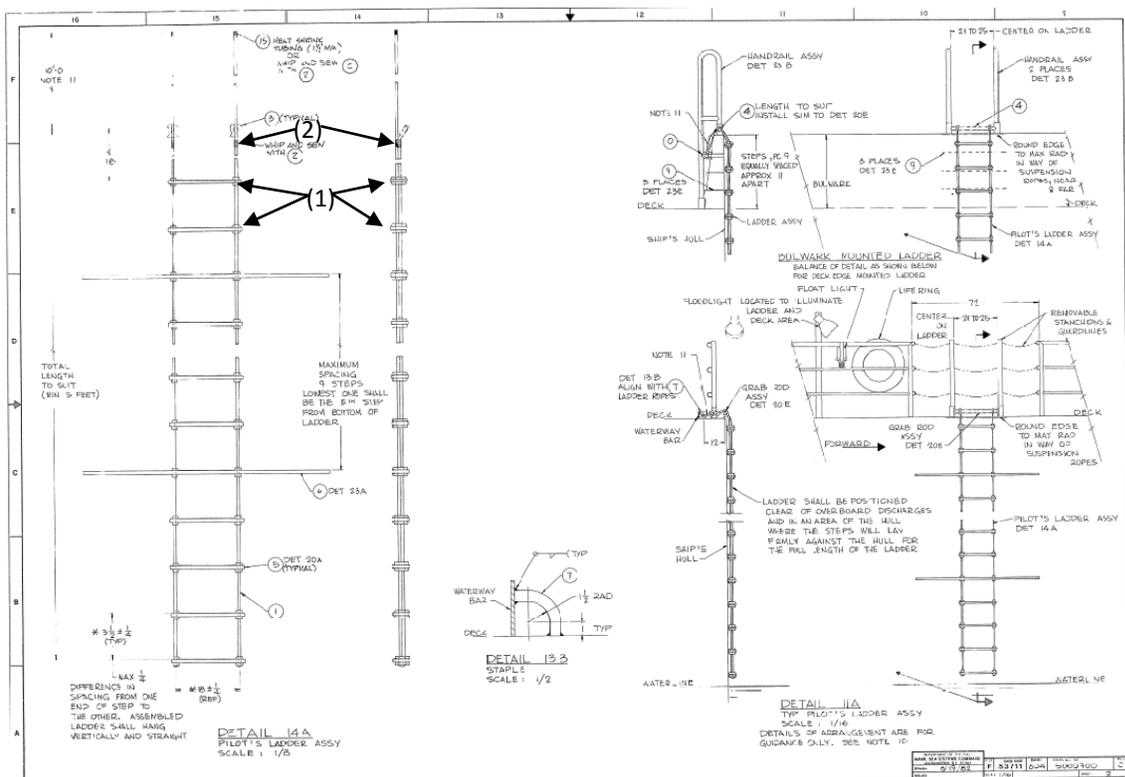
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## Pilot Ladders

Pilot ladders are used throughout the fleet on all classes of ships for embarkation and debarkation. However, the Naval Safety Center is seeing a trend where ladders are not being tailored specifically to their class of ship. Ladder length and attachment to the hull must be IAW NAVSEA DWG 804-5000900(fig1) and the ships specific print. Today's Navy purchases pilot ladders from commercial sources and must be tailored and assembled IAW NAVSEA DWG 804-5000900. Pilot ladders shall also be attached to the ship to allow them to rest firmly against the hull of the vessel and be clear of overboard discharges IAW NSTM 600-17.1.4.

1. Initially, ladders must be measured against the freeboard for length. Once the correct length is known, remove ladder treads as required to achieve the proper length as shown.
2. Splice thimble into one of the two suspension lines. Once spliced, marry, whip and sew two suspension lines together as shown in NAVSEA DWG. 804-5000900

Note 11: The pilot ladder shall be rigged to staple (or authorized attachment point IAW ships print) by reeving suspension line through the staple, back through the thimble and repeat. The suspension line shall then be tied off to the staple. If the ladder must be shortened to accommodate increased ships draft or sea state, the suspension line extension shall be used to lash the suspension lines to the staples at the appropriate ladder length.





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## Safety Awards



The **VADM Bulkeley Award for Afloat Safety Culture** is awarded to the afloat command that has contributed the most toward afloat safety awareness through the submission of hazard, near-mishap, and lessons learned reports and safety-related articles for publication. The award commemorates VADM Bulkeley's contribution to afloat safety during his tour as president of the INSURV from June 1967 to August 1988. The winner for the CY2013 was USS San Diego (LPD 22).

The **RADM Buie Award for Afloat Safety Culture** is awarded to the individual who contributes the most toward afloat safety awareness through the submission of hazard, near-mishap, and lessons learned reports and safety-related articles for publication. The award commemorates RADM Buie's contribution to afloat safety during his tour as CO of COMNAVSAFECEN from January 1965 to July 1968. The CY2013 award winner was CTMC Joseph E. Barton for his outstanding work onboard USS Chafee (DDG 90).

The **Ship's Helicopter Safety Awards** are presented annually to air-capable ships in recognition of outstanding helicopter safety records. Ships selected must have proven safety performance records and aggressive helicopter safety programs, which promote safety consciousness and contribute new and constructive ideas in mishap prevention. It is an award that is equally attributed to the host ship and its embarked detachment, one for a LAMPS air capable ship and one for an Amphibious Air Capable ship with their respective embarked detachments. This is a truly unique award in that it recognizes effective teamwork between air and surface communities. CY2013 Award winners were: USS Monterey (CG 61) / HSL-48 Detachment 5 (LAMPS) and USS New Orleans (LPD 18).

The **CNO Afloat Safety Awards** recognize the outstanding contributions to fleet readiness, increased morale, and efficient, economical use of resources through safety. In addition to an outstanding safety record, ships selected must have aggressive safety programs that actively contribute to increased mishap prevention for the general benefit of the afloat community during the award period. Of particular importance is comprehensive and professional internal safety reporting from candidate ships as outlined in OPNAVINST 3590.24E and external safety mishap reporting. Consideration for CNO Afloat Safety Awards requires achieving the highest standards of safety. Each year we have seen a very competitive and robust selection process. Commands submit their award packages to their type commanders (TYCOMs) after being endorsed by their ISICs. The ships are then ranked and nominations are sent by each TYCOM to the Naval Safety Center for final review and selection of winners. For CY2013, 20 commands received the awards; the best of the best among the fleet.

Reference for all CNO Afloat related safety awards:  
OPNAVINST 3590.24E. Download the PDF guidelines from  
[www.public.navy.mil/comnavsafecen/Pages/awards.aspx](http://www.public.navy.mil/comnavsafecen/Pages/awards.aspx)

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