

DECISIONS

ISSUE 2 | 2014

**Ahh, the relief...
less noise!**

Cutting Noise Aboard Carriers

pg. 6

ANDERSON

DECISIONS

The Naval Safety Center Magazine for Shore, Ground and Industrial Operations
Vol. 3, Issue 2 | 2014

RDML Kenneth Norton, Commander, Naval Safety Center
Col Glen Butler, USMC, Deputy Commander
CDR Roger Brouillet, USN, Director, Shore and Ground Safety Programs
James Culpepper, Director, Occupational Health and Industrial Safety Programs
Margret Menzies, Dept. Head, Media and Public Affairs Department

EDITORIAL STAFF

HEAD, MEDIA DIVISION	Derek Nelson
EDITOR	Evelyn Odango
DESIGN AND GRAPHICS	Allan Amen John W. Williams
WEB CONTENT	Darlene Savage

EDITORIAL OFFICE

Commander, Naval Safety Center
Attn: *Decisions*
375 A Street
Norfolk, VA 23511-4399
757-444-3520, ext. 7220 (DSN 564-3520)
Fax: 757-444-6791
Editor's e-mail: evelyn.odango@navy.mil
General e-mail: safe-decisions@navy.mil

Shore Mishap Line: 444-3520, ext. 7840/7145

Shore safety e-mail (USN): safe-code40@navy.mil
Shore safety e-mail (USMC): safe-ground@navy.mil
OSH safety e-mail: safe-oshfdbk@navy.mil

SUBMISSIONS

Submit your stories or news items to: safe-decisions@navy.mil. E-mail letters to: evelyn.odango@navy.mil or write to: Commander, Naval Safety Center, Attn: *Decisions*, 375 A Street, Norfolk, VA 23511-4399.

Contents and opinions expressed are not necessarily the official views of, or endorsed by, the U.S. Navy, the Department of Defense, or the U.S. Government. Photos and artwork are for illustrative purposes only, unless otherwise noted. Reference to commercial products or links to non-DoD resources do not imply Department of the Navy endorsement. Unless otherwise stated, material in this publication may be reprinted without permission; please credit the magazine and author. We reserve the right to edit all submissions for clarity and applicability.

DISTRIBUTION

To get on our distribution list, e-mail safe-decisions@navy.mil or download and fill out a form at http://www.public.navy.mil/navsafecen/pages/media/submit_subscribe.aspx#subscribe.

Decisions magazine (ISSN: 2167-2431 / ISSN: 2167-244X) is published twice a year: Spring/Summer and Fall/Winter, and distributed to target audiences located at shore-based commands, deployed with aircraft squadrons and carrier groups, and DoD agencies. *Decisions* is published by Commander, Naval Safety Center, at 375 A Street, Norfolk, VA 23511-4399. Periodical postage paid at Norfolk, Va.

Postmaster: Send address changes to Commander, Naval Safety Center, Attn: *Decisions*, 375 A Street, Norfolk, VA 23511-4399.



DECISIONS ON THE WEB

Keep up with every issue of *Decisions* magazine online. Read the current issue or browse archived articles at <http://www.public.navy.mil/navsafecen/pages/media/decisions/index.aspx>. You can also visit the *Decisions* home page by scanning the quick reference code with your smartphone (data rates may apply). You must have the PDF reader app (go to <http://www.adobe.com/products/reader-mobile.html>).



The Anymouse program provides an outlet for safety concerns that have been submitted to the chain of command but remain unresolved. You can find the Anymouse icon on the main page of the Naval Safety Center web site.

MAGAZINE ADVISORY BOARD

To contact a safety analyst by phone, call the main number, (757) 444-3520 and dial the extension at any time during the greeting.

OCCUPATIONAL HEALTH & INDUSTRIAL SAFETY PROGRAMS Installations and Industrial Safety

Steven Geiger, MS, CSP
Safety and Occupational Health Manager
Ext. 7845
steven.geiger@navy.mil

SHORE/GROUND SAFETY PROGRAMS Training Safety Division

MMC (SW/AW) George Arici
Training Safety/USN
Ext. 7841
george.arici@navy.mil

Traffic and RODS Division

Michael Borkowski
Traffic/RODS Specialist (AAA/EVOC)
Ext. 7842
michael.borkowski@navy.mil

Bonnie Revell
Traffic/RODS Specialist (PMV)
bonnie.revell@navy.mil

Don Borkoski
Traffic/RODS Specialist (Motorcycle)
don.borkoski@navy.mil

Weapons Systems Safety Division

Boyzie Hayes
Weapons Analyst Shore
Ext. 7843
boyzie.hayes@navy.mil

Tactical Systems Safety Investigations DJRS/Jump

LCDR William Best
Mishap Investigator
Ext. 7844
Ext. 7744
william.a.best@navy.mil

David Schroy
Tactical Parachute Specialist
david.schroy@navy.mil

Holiday Multimedia Resources



U.S. Navy photo

Need material for your next safety standdown or holiday safety brief? Browse our collection of resources to complement your activities.

- Posters for download
- Presentations to customize
- Brochures to hand out
- Videos to educate and entertain
- SafeTips to post

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

DECISIONS CONTENTS

COVER STORY

- 6 **Cutting Noise Aboard Carriers**
Ceramic-based noise abatement material important to DoD's hearing-loss prevention program.
By LCDR Scott Porter

DEPARTMENTS

- 2 **Editor's Note: Branding Safety**
It takes more than just designing a product or promoting a service to be noticed. It's about building relationships.
- 12 **Best Practice**
Fitness Check Up: Keeping a Journal
PT journaling helps Marine captain maintain a healthy routine and consistent workout.
By LCDR William Best
- 16 **ORM Playbook**
Find Safe Thrills in Autocross
Managed riding event offers adrenaline rush without the dangers of a high-risk environment.
By LTJG Jim Webb
- 20 **Decision Making**
Diary of a Drunk Driver: An Officer's Perspective
Author talks about the event that ended his Navy career and shattered his hope for a promotion.
Anonymous
- 22 **Lesson Learned**
Clavicle-Schmavicle
Don't get carried away with a cool-looking ski suit. Learn, even just the basics, before hitting the slopes.
By LT Juan Oquendo III

IN THIS ISSUE

- 3 **Viewpoint: ORM'ing Your Finances**
By GySgt John Ayo
- 24 **Cold Weather Survival**
Take Action Before a Winter Storm Strikes

FEATURES

- 4 **Written in Blood**
If you think you've heard enough safety clichés, keep listening. The next one might keep you alive.
By Derek Nelson
- 8 **Five Steps to Protect Workers from Falling**
Setting up a fall protection program not only is required, but also holds every employee accountable.
By Steve Geiger, MS, CSP
- 10 **PWD Naples: Contractors Focus on Job site Safety**
Safety forum opens discussion on safety management, best practices and lessons learned.
By MC2 Eva-Marie Ramsaran
- 14 **The Drive to a Cookout that Cost \$850**
Believing a routine trip would be just that – routine – lands Army reservist in a budget-crunching dilemma.
By Christopher Jones
- 18 **Poker Riders Rev Motors for Safety**
2nd Marine Division makes motorcycle event about having fun and promoting responsible riding.
By Cpl Joshua W. Grant

COVER PHOTO ILLUSTRATION BY ALLAN AMEN

THIS PAGE: Contractor Randal Olano applies an acoustic treatment system aboard the aircraft carrier USS *Dwight D. Eisenhower* (CVN 69) as part of the Office of Naval Research (ONR) Noise-Induced Hearing Loss (NIHL) program. *U.S. Navy photo by John F. Williams*

Branding

This business of branding safety – be it a product, service or program – is very elaborate. There are many components to consider: designing, marketing, testing, and evaluating. Take this magazine, for example. If we repackaged the content in a full-color newsletter or a two-page bulletin, would you still read it? Would it work the same way as a glossy magazine?

In my 24 years of working in the communications industry – government and commercial - I've learned a thing or two about branding: it has to be flexible, simple and it must stand out from the crowd. It has to communicate to the end user.

So what is a brand? American author and marketer Seth Godin says that design is essential, but it is not the brand. If you think of a logo, a color scheme, or packaging, you're right, too. The brand is the set of expectations, memories and relationships that makes a consumer decide which product or service to choose. When you use a product or service, you look for the familiar logo or design, consider the maker's credibility, and assess the product's functionality. These are all part of the brand.

How does this apply to safety? Our media products have ranged from magazines to pocket guides, videos to posters. If you're in charge of collecting materials and resources for your command's safety program, standdown or briefings, chances are you've visited our website or called upon us for support.

As we do our part to develop multimedia products for the fleet, we call on safety officers and program managers to help us understand your needs. We want our products to connect with your Sailors and Marines and help them identify the resources they need to manage risks at work and off duty. Consider your working environment and let us know what you need to

make everyone's job safer, easier and more motivating. Would you use a resource guide to manage your tasks, people and program? Would you post a safety and health bulletin for everyone to see? And as we move further into the digital age, we want your input on how you want to receive our products – email, print or mobile.

We've expanded our Facebook page to include our magazines; visit and leave your comments for our editors. Follow us on Instagram, Pinterest, and Twitter and share your updates. Engage us on these networking sites and let us know how our products and services are working for you. Most importantly, we want to hear about your survival stories, lessons learned and best practices. There can never be enough of these to teach the next guy and save a life.

Wherever your military duty takes you and whatever you do off duty, take us with you. Our brand is part of your roadmap to safety.

Evelyn Odango
 evelyn.odango@navy.mil

CONNECT WITH US Join us on the web or your mobile device through these social networks:



View more safety magazines and special issues online.

http://www.public.navy.mil/comnavsafecen/Pages/media/mag_index.aspx

ORM'ing Your Finances

By GySgt John Ayo

Many times, operational risk management (ORM) is applied during the safety brief before a liberty period, or after someone loses a finger. While our business can be dangerous, facets of our jobs are greatly affected by our state of mind. Not having focus and concentration increases the risks.

People tend to seek help after they get into a financial predicament, instead of being proactive. This way of thinking has to change. Various resources, when used to their full potential, offer significant relief to those needing help.

One of these resources is the command financial specialist (CFS). These specialists are trained to establish, organize and administer the command's personal financial management program. The CFS should be the first stop for the military member who has questions or issues about financial readiness.

Where does ORM come into play? Here's a scenario.

A newly married E-3 checks into a command and is assigned to the flight deck. With no obvious indicators of any issues, the leading petty officer (LPO) starts getting the E-3 trained and ready to handle business. The night before his first day as a qualified plane captain (PC), the Sailor receives an email from home stating the account is empty and there is no money available to buy diapers and groceries. Minutes later, the ship goes into River City. With no communication to home, the stress on the E-3 becomes more complex.

His mind begins to wander. He does not tell anyone about the problem and wants to handle it on his own. Flight quarters come early the next morning, and he is assigned to be the PC for a specific aircraft. As he engages in the high-risk task of ensuring an aircraft is safe and ready to launch, he is still thinking of the issues back home and not the safety of the aircraft, equipment and personnel.

Knowing this is the Sailor's first day as a PC, the LPO oversees his actions. Noticing that he is not using

the checklist and missing steps, the LPO quickly stops the evolution to find out what is wrong. After learning of what is on his Sailor's mind, the LPO takes over. Afterward, the LPO connects with the leading chief petty officer to discuss ways to help the Sailor.

Let's look at time critical risk management (TCRM) and the ABCD model as they apply to this scenario.

Assess the Situation: *Where am I? What is going on? What will happen next?* The E-3's mind was clearly elsewhere; he needed help.

Balance Resources: *What are my options? How do I use them?* Use the chain of command (COC) and CFS. Communicate and gather in-depth information about the situation.

Communicate to Others: *Who needs to know? Who can help? Who can provide back-up?* The immediate COC needs to be aware. The COC will guide the situation to the appropriate level.

Do and Debrief the Event: *Carry out the plan. Was the mission successful? Did actions reduce the risk?* In the scenario above, yes.

You can see how using ORM can have a dramatic impact. The same principle applies to managing personal finances. Seeking the help of a CFS as a proactive measure to prevent shortcomings will mitigate financial risks. CFSs can assist with budget planning and setting financial goals.

If you're a leader on the deckplate, ensure your Sailors and Marines are aware of the resources and they know how to use them. Take the time to guide them in the right direction and be aware of things that could veer off. My advice to junior Sailors and Marines who are in financial trouble is to not be afraid to ask for help and guidance.

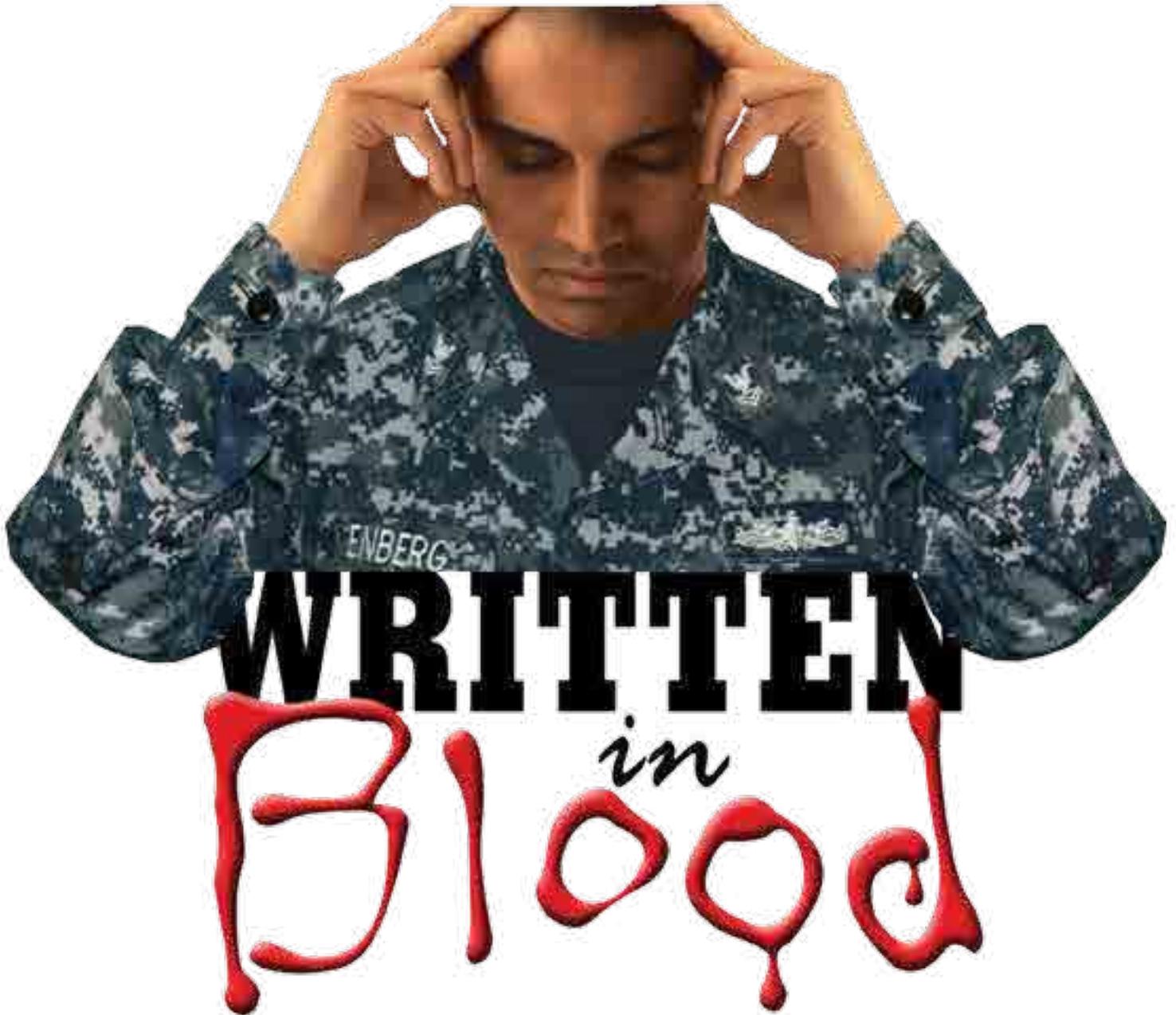
.....
GySgt Ayo is a safety analyst at the Naval Safety Center and a certified command financial analyst.

RESOURCES:

Navy Personal Financial Management Education, Training and Counseling Program (OPNAV INSTRUCTION 1740.5B)

Navy Fleet and Family Readiness

http://www.cnic.navy.mil/ffr/family_readiness/fleet_and_family_support_program/personal_finances.html



Alas, like everything else safety-related, the phrase eventually became just another cliché to lull people to sleep.

By Derek Nelson

That phrase has such a dramatic, gruesome ring to it. I used to see it in *Approach* articles about what we now would call “willful violations,” except it was during the years before we recognized the complexity (and lethality) of human factors. Back then it was just guys being dumb, lazy or reckless.

“Follow the checklist! It was written in blood!”
Alas, like everything else safety-related, the phrase eventually became just another cliché to lull people to sleep, which is a shame, because there’s a reason why such phrases become clichés — they’re true.
“Look before you leap.” “A stitch in time saves nine.” Good advice.

I often saw the phrase in relation to aviation because that warfare community has had more than its share of flaming death and destruction. I remember thinking that it would be more effective in Naval Air Training and Operating Procedures Standardization (NATOPS) if the words were printed in blood-colored ink with little pretend drops coming off them, with a footnote citing the actual mishap. Today, in digital versions, you could hyperlink the new warning or procedure to a description of the mishap that triggered it.

Writing lessons learned in figurative blood isn't a military thing. I used to ride around in rural Nebraska with my uncle. We'd come to an occasional intersection or a curve where a black-and-green skull-and-crossbones sign had been posted by a local insurance company, marking a fatal wreck. I remember one intersection where there must have been a dozen of these signs.

At the Atlantic Ocean end of Shore Drive in Virginia Beach, there used to be a huge billboard that specified how many people had died in wrecks during the past couple decades. I always find Shore Drive — a winding, tree-shrouded road between First Landing State Park and the boondocks of Joint Expeditionary Base to be a pleasant relief from strip malls and traffic lights. Drunks heading inland at 2 a.m. find it treacherous.

A few miles inland on Shore Drive, you arrive at

Lesner Bridge, where the Chesapeake Bay meets the sprawling Lynnhaven River. In the permanent shade beneath the bridge, another billboard announced how many people had drowned in the powerful currents while fishing or crabbing.

Writing this article, I was casting about for an actual example of "written in blood" when a watchstander on a submarine drowned. He had been complying with the rules for wearing a personal flotation device (PFD); as a direct result of this fatality, the rules were expanded to include what he'd been doing. In this case, PFDs are now mandatory all the time for topside watchstanders on submarines, not just after dark or in bad weather.

It would be nice if everyone understood and remembered why a new rule is in place, and if that awareness made them extra careful about complying. But people forget the original mishaps. A traumatic event becomes a mere statistic, lumped into a line chart.

It's hard to keep people from rewriting lessons in their own blood.

.....
Mr. Nelson has been writing the Friday Funnies since 2002. He also creates the Photo of the Week feature and writes the NSC blog "Beyond the Friday Funnies" for the Naval Safety Center website. He has authored more than 200 freelance magazine articles and 10 books about Americana and military history.

NSC BLOG: Beyond the Friday Funnies

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



Cutting Noise Aboard Carriers

By LCDR Scott Porter

For the men and women living and working aboard aircraft carriers, noise exposure poses an imminent threat to hearing, sleep and cognitive function. It could also jeopardize critical decision-making and mission-planning aboard the vessel. That's why Navy officials are trying to reduce the noise of flight-deck operations for personnel aboard the carrier fleet, beginning with USS Abraham Lincoln (CVN 72).

In early 2012, the Office of Naval Research's (ONR) Noise-Induced Hearing Loss (NIHL) Program successfully demonstrated that the application of a ceramic-based product in the bulkheads of USS Dwight D. Eisenhower (CVN 69) reduced the decibel level in compartments directly beneath the aircraft launch area by six decibels.

What's the significance of a six-decibel (dB) level reduction?

Every reduction of three dBs equals a 50 percent reduction of sound pressure. A total reduction of six dBs means Sailors are exposed to 75 percent less sound pressure.

Furthermore, hearing loss is dependent on cumulative noise exposure. Noise exposure takes into account both the sound-pressure level and how long a Sailor is exposed to that sound – also known as the “noise dose.” For example, the highest level of noise recorded on the O-3 level (underneath and just behind the launch

area of the catapults) was 105 dBs (equivalent to the noise of a table saw). Five minutes of exposure to 105dBs is equivalent to one hour of noise from a food processor or four hours of riding a motorcycle.

It's an important step for the Department of Defense: Hearing loss and tinnitus (a chronic ringing in the ears) top the Department of Veterans Affairs' (VA) list of service-related disabilities. According to the VA, in fiscal year 2012, 32 percent of veterans (1,144,830) in receipt of compensation have tinnitus or hearing loss. At the current rate, the American Tinnitus Association projects as many as 1.5 million vets could be receiving tinnitus benefits alone at a cost of more than \$2.26 billion in 2014, according to a February 2010 article published by *Hearing Loss Magazine*.

What is this noise-abatement material?

The acoustic damping material called Silent Running/SR1000, is a liquid ceramic insulation sprayed onto bulkheads in the same manner as regular paint. It can be color-matched, which is an important feature for three reasons:

- Because the product can be color-matched, there is no need to repaint once the compartment is treated, providing a real savings in expended man-hours.
- The material serves as a thermal barrier reducing heat loads. It also decreases condensation, which



A contractor applies an acoustic treatment system aboard aircraft carrier USS Dwight D. Eisenhower (CVN 69), as part of the Office of Naval Research (ONR) Noise-Induced Hearing Loss (NIHL) program. The ONR NIHL program takes a systematic approach to reduce noise at the source in the naval environment, develop personal protective equipment, develop medical prevention and treatment strategies, and evaluate incidence and susceptibility. ONR's NIHL program is working on specific technologies that span training and education, noise mitigation and protection and medical technologies. *U.S. Navy photo by John F. Williams*

requires mopping the deck and regular cleaning of bulkheads to prevent mold.

- It eliminates the weight and space storage requirements of additional paint.

Who will be charged with applying the product?

Leadership and stakeholders are developing a comprehensive plan to designate various compartments and bulkheads for treatment. The ship's force paint team will receive training on how to apply the material before completing the work. There are a few equipment requirements, such as a special spray nozzle and hose assembly. Treatment is only necessary on one side of a bulkhead; many compartments will require treatment on only two bulkheads, with painted compartments in surrounding areas providing the remaining necessary coverage.

The six-decibel level reduction will not remove the need for hearing protection directly underneath and behind the launch areas of the catapults. However, treating those “ground zero/high-noise” compartments — coupled with the areas moving out from those high-noise compartments — will take an important first step at reducing noise in the highest noise areas, ONR noted in a “Gallery Deck Treatment Plan” report by its noise control engineering office.

.....
LCDR Porter serves as the in-service aircraft carrier (CVN) aviation lead for the Aviation Ship Integration CVN externally directed team. The project described in this article was the culmination of two ONR-funded Small Business Innovation Research grants. The Naval Air Systems Command's Aviation Ship Integration team is embedded within Program Executive Officer for Aircraft Carriers/In-Service Aircraft Carriers (PMS-312).

Five Steps to Protect Workers from Falling

By Steve Geiger, MS, CSP

Each Navy activity is required to protect civilians and military personnel exposed to fall hazards. Workers need protection if they are on any elevated walking working surface with unprotected side, edge, or floor opening, from which there is a possibility of falling four feet or more to a lower level. If there is a possibility of a fall from any height onto dangerous equipment, into a hazardous environment, or onto an impalement hazard, they must be protected as well.

The program must be in writing and approved by the activity safety office. Here are five steps for establishing, implementing and managing a fall protection program.

1 Identify Roles and Responsibilities: Who are the key players?

The fall protection program manager, assigned by the activity, oversees the entire program including training, approval and procurement of equipment, and program evaluation. The end users are personnel who have been trained and authorized by the activity on the use of personal fall protection equipment. Competent persons (CPs) perform hazard surveys and training of end users. CPs are involved in many facets of the fall protection program, from implementation to supervision and monitoring.

receive refresher training every two years. Other personnel involved in the fall protection program are required to stay current with the fall protection and rescue educational requirements as well as all other fall protection training.

3 Survey the workplace: Is the program a well-oiled process?

Identify hazards and look for shortfalls and gaps in your program. An annual survey and assessment will help the activity stay on top of protecting personnel. Work with your local public works department to assemble a team that will survey various work spaces. The survey must accomplish five things: identify fall hazards, document locations and describe hazards, override obsolete surveys as requirements change, analyze fall hazards (to be performed by the CP), and document all results and assessments in a survey report.

2 Provide Training: Ensure compliance with OPNAV instruction.

Stay on schedule with fall protection training. Personnel exposed to fall hazards and who are using personal fall protection equipment are required to

4 Mitigate Fall Hazards: Put prevention and control measures in place.

Reduce the risk of exposure by setting control measures for the workers and the environment. These measures include: elimination, prevention, engineering and administrative controls, and personal protective equipment. While elimination of the fall hazard is the most effective means, it may not be possible in some operations. Navy activities may use more than one control measure to reduce the risk of a fall. Some popular prevention systems include: guardrails, work platforms, safety nets, personal fall arrest systems, work positioning equipment, ladder-climbing devices, and covers for floor openings.

5 Create a Fall Protection and Prevention Plan: A living document.

Make your fall protection and prevention plan a living, breathing document. Modify the plan as changes occur during different stages of work, procedures, or methods of construction or maintenance work. Prior to the start of work, a plan must be prepared and approved. Keep the document posted at the access points to the fall hazard area and accessible to all employees. Identify and describe all known hazards, training requirements, types of preventive controls, required fall protection equipment and usage instructions, rescue procedures, and names of qualified and CPs. Make all employees working at heights understand and agree to use the plan.

Prepare your document specifically for the workplace and task. It must provide detailed information, instructions, manufacturer's standards, and 100 percent continuous fall protection.

.....
Mr. Geiger is an occupational health and industrial safety specialist at the Naval Safety Center.

ONLINE RESOURCE

Fall Protection Program Guidance

<http://www.public.navy.mil/comnavsafecen/Pages/osh/FP/FP.aspx>

PWD Naples:

Contractors Focus on Job Site Safety

By MC2 Eva-Marie Ramsaran



Photo by MC2 Tony D. Curtis

ALL LOCAL ITALIAN CONTRACTORS with active contracts for Navy construction, repair or service attended a safety forum at Naval Support Activity (NSA) Naples, Capodichino in June.

Hosted by personnel assigned to the Public Works Department (PWD) in Naples, the participants discussed their internal safety management practices and shared lessons learned from their ongoing or completed projects in an effort to collectively reinvigorate the contractor community's focus on job site safety.

"Safety and health come first on our job sites. We want to ensure everyone goes home at the end of the day in the same condition as when they arrived that morning," said CDR Scott King, PWD Naples public works officer. "NSA Naples has an outstanding safety record, thanks to the tremendous efforts of our contractors. Building on that success is a top priority."

Hull Maintenance Technician 1st Class Justin Beckett, PWD Naples safety officer, led the forum and discussed topics such as the safety hierarchy, tools for safety enforcement, written contract documents and clauses, accident prevention plans and, more.

Some of the written contracts state that each employee is responsible for complying with all safety

requirements, wearing safety equipment, reporting unsafe conditions/activities, preventing avoidable accidents and working in a safe manner.

Contracts also say that no person will be required or instructed to work in surroundings or under conditions that are unsafe or dangerous to his or her health.

Another requirement is that contractors must maintain safety and health bulletin boards, starting on day one, in clear view of workers.

“Safety in the workplace ensures we maintain good work performance and good quality,” said Beckett. “The key takeaway of this forum is to be able to challenge their workforce on the job sites and make sure they go home safely.”

During the group discussions, many of the contractors discussed the importance of communication to their workforce, regular training for required personal protective equipment, weekly

safety meetings and filing mishap reports.

Local Italian contractors working for Naval Facilities Engineering Command aboard NSA Naples reached a milestone of 686 days without a mishap or incident.

As a token of recognition for superior safety performance during recently completed contracts, King presented Safety Through Awards and Recognition (STAR) Program Awards to five companies: JV SKE/Vittadello, Cooperativa Muratori E Cementisti (C.M.C.), La Termica SRL, LOTOS SRL and COSAP.

“Our safety program needs to be collaborative in order to be successful,” said King. “Lessons are being learned every day on our work sites. The more we share across the contractor community, the greater chance we’ll have at maintaining a strong culture of safety and minimizing risk to our workforce.”

MC2 Ramsaran is with NAVFAC Europe Africa Southwest Asia Public Affairs.



U.S. Naval Support Activity Naples, Italy is host to more than 50 separate commands and approximately 8,000 personnel. NSA Naples is located approximately 60 miles south from the city of Gaeta and 145 miles from Rome. *Photo courtesy of NSA Naples Facebook page*

Fitness Check Up: **Keeping a Journal**

Anyone who's serious about staying fit knows that keeping a routine is one of the best ways to maintain a healthy lifestyle. I caught up with one of our resident investigators, Marine Corps Capt Timothy Coots, to discuss fitness journaling and its benefits.

By LCDR William Best

What's your health and fitness philosophy?

As a Marine, I focus on functional fitness and being able to meet the daily demands of my job.

Do you consider yourself a fitness buff? How long have you been working out?

I don't consider myself a fitness buff, but being healthy and fit has always been a part of my life. I was an athlete in high school and college. My activity level has only increased since joining the military.

What are your reasons for using a fitness log?

I use a fitness log to help me maintain a consistent routine, stay organized when I go to the gym, get instant progress reports, and to develop a program for fitness areas on which I need to improve.

Is paper journaling better than app-driven journaling?

Use whatever works best for you. I like keeping a written log; it never crashes or runs low on battery.

How do you start one?

I start with a simple Excel document (spreadsheet), separating the days of the week by tabs. I list all of the exercises I want to do and add extra cells at the end of the list so that I could monitor my weight training. I keep a print-out of my routine.

How often do you use it?

Every day, regardless of what type of workout routine I do. It helps me to always have a plan when I go to the gym. If I go into the gym without a plan, I won't be as effective with my workout routine.

Always consult your physician before starting any fitness routine. Know yourself and your limits to avoid injuries and unnecessary stress to your body. ▶

.....
LCDR Best is a mishap investigator in the Shore/Ground Safety Programs Directorate. Read his article, "Being Smart About Getting Fit," in the spring-summer 2014 issue of Decisions.



The Drive to a Cookout that Cost \$850

By Christopher Jones

In late 2011, I drilled as an Army Reservist at the 356th Broadcast Operations Detachment in Ft. Meade, Md. The “BOD,” as it is referred to, is 235 miles from my house in Virginia Beach. I had traveled back and forth for several months, and my 2005 Ford Focus had shown no major issues. I believed this trip would be no different. It didn’t even cross my mind to check more than the gas tank and radio station. “Sandy,” as I called the car, had been through many road trips and had never failed me.

The trip to the BOD was without incident. The trip to my First Sergeants’ house for the annual unit holiday BBQ, however, cost me over \$800. He lived about 15 minutes away from our drill hall. When I pulled into his gravel driveway, I noticed my steering wheel pulled a

was closed. Who wants to do business on a Sunday afternoon? I saw two people standing outside the front door. One was the cashier; the other was his friend. Just to be sure, I asked if they were open. I could tell they were trying not to laugh. The cashier pointed me down the street to an open service station.

I pattered down the road, doing my best to stay close to the shoulder so I would not be a hazard to other drivers. When I pulled in, I could see the guy in the bay door smile as he gazed upon “Sandy”. He approached my window and asked how I’d driven there. I replied, “Very carefully.”

Once Sandy was in the bay and on the rack, I felt relieved that my car would soon be fixed and I would be back on the road. I still had more than 200 miles to drive before I got home.

I pattered down the road, doing my best to stay close to the shoulder so I would not be a hazard to other drivers.

little to the right. I figured it was just the loose gravel. I parked my car and went inside to join the festivities.

Three hours later, I said goodbye, got in my car and drove off. I immediately felt the steering wheel shake almost uncontrollably. I pulled over to the shoulder, got out and saw the problem. Both of my front tires were flat and the rims touched the ground. I saw pieces of my tires strung along the short distance I drove from the house. My once-reliable car was inoperable.

There was a service station around the corner, a half-mile away, so instead of waiting for the tow truck, I had the genius idea to drive on my rims. It only took five minutes to get to the station. The service station

My relief was short-lived. After 20 minutes, the mechanic told me that not only did I need two brand new tires but that all four needed to be replaced. I also needed one new brake pad and a front-end alignment. The reason both front tires had blown was that the front end was pigeon-toed. Instead of my tires facing straight, my tires were turned inward about 20 degrees or so.

He was genuinely surprised that I’d made it all the way from Virginia Beach to Maryland without blowing a tire and crashing. Being the financially cautious person that I am, I asked if the alignment was absolutely necessary to get home. He said that I would be wasting money on new tires if I did not fix the major issue. It



Illustration by John W. Williams

was getting late and nearing closing time for the shop. I agreed to all the fixes. After another 90 minutes (mine was the only vehicle in the shop), my car was ready to go. The grand total was \$1,100. I almost fainted, since I did not have that much in my bank account or available on my credit card. I asked if there were any military discounts or specials. Whether there was or if the guy just felt sorry for me, he knocked the price down to \$850.

“Sandy” has since died. An old Mustang backed into her and smashed in the front end, totaling her.

Whether you are traveling across state lines or going across town, getting there with a safe vehicle is far better than paying \$850 for a problem that could have been avoided by conducting preventive checks and services. Here are some tips to keep your car in tip-top shape:

- Regularly check your tires. Ensure that they are inflated to the proper PSI (check your owner’s manual for recommended measurements). Be

mindful of weather conditions as the tire pressure changes significantly during extreme cold or hot conditions.

- Inspect the treads on your tires. A good rule of thumb is taking a quarter and placing it head down in the tread. If you can see George Washington’s face, your tread is too low.
- Do not neglect the rest of your vehicle. Check your lights, brakes, horn, seat belts, and windows for damage or malfunctions.

.....
Mr. Jones is a public affairs specialist/emerging media manager at the Naval Safety Center.

ONLINE RESOURCE:

Travel Risk Planning System (TRiPS)

<https://safety.army.mil>



FIND SAFE THRILLS IN AUTOCROSS

Experience a real-world off-duty application of ORM

By LTJG Jim Webb

It is easy to think of operational risk management as being another “to do” item in our everyday lives. To some it may seem a burden. At its core, however, risk management allows us to do the risky activities that we want to do, but in a way that manages and reduces risk. The idea isn’t to limit our freedom, but to enhance abilities to do activities that may have been too risky to do otherwise.

Let’s take a look at one off-duty activity that many of us enjoy: driving fast. Many of us enjoy some sort of high-performance, adrenaline-filled thrill. Some of us joined the military to “see the world” or “to challenge ourselves.” The same personality traits that may have brought us to the military attract us to risky activities such as fast cars.

There are several ways we can enjoy the thrill of a fast car. The first is the most obvious. Simply drive fast on public roads. Risks include: an increased chance of a fatal accident, an increased risk to the public around us, a chance of getting caught by the police and given a ticket for speeding or reckless driving, and a risk to our careers. It’s likely that we will get away unharmed the first few times, but eventually, our recklessness will catch up with us. Because of this, most of us simply obey the law. We know and understand that the risks are too high and the rewards are too low to enjoy the thrill of driving fast. We understand that recklessness off duty has a direct impact on our careers. But what if we could find a way to drive fast without all of the unnecessary risk?

Let’s start by removing all of the unnecessary hazards. Remove the cars, the obstacles, and the police. Start with an empty parking lot, strap a helmet to your adrenaline-filled body, buckle yourself into your car, and let her rip. Now add safety stewards, traffic cones to simulate a track, a timer to compete against your best time and others, a timing handicap assigned to every car based on its predicted speed, a lot of enthusiastic

spectators, and a little caffeine. But who has an empty parking lot free of obstructions and police?

The Sports Car Club of America is one of many that offer many of the thrills of driving fast in a contained, risk-managed environment. The club employs multiple



layers of risk mitigation to ensure the safety of participants, spectators, and workers.

Safety begins before you arrive. The course strictly adheres to safety guidelines. Distances from obstacles, maximum speeds, and direction of motion following a spin are all considered when designing a course. When you check in, your car and your helmet are inspected from top to bottom to look for any safety defects. Next, a comprehensive safety brief is held by the safety steward for all participants. The brief covers driver conduct, potential hazards and mitigation strategies, location of support equipment, safety observer duties, and radio procedures. The course is set up so that while one car is on the course, the next car is marshalled at the start line. When the active car crosses the finish, the starter clears the course, looks for a thumbs-up from the safety

The Hampton Roads area offers at least two autocross-style driving clubs: the SCCA-sanctioned Old Dominion Region chapter and the Tidewater Sports Car Club. Events are run at a closed airfield in Pungo as well as at ACU4. With a large, open, concrete surface, the events at ACU4 run on perhaps the best and safest course on the East Coast.



Tidewater Sports Car Club autocross at Air Cushion Unit 4 (ACU4) Joint Expeditionary Base Little Creek.
Photo by Tom Howerton

steward, takes a step back, and drops his hand signaling you to start. From here, your next 60 seconds is an adrenaline rush. While your situational awareness may be low while you max-perform your car, there are at least six observers maintaining high situational awareness to ensure your safety.

Autocross is just one example of an off-duty activity that exemplifies the ORM ideology that safety doesn't have to be limiting. Organized events such as autocross bring multiple layers of safety and risk management in a social setting to an inherently dangerous activity. Autocross accidents are rare and when they do occur, they are limited to a single vehicle and incur comparatively low cost.

Compare this low risk to the high-risk environment of high-speed driving on a public road. Add the benefit of learning to drive your car safely to its limits and you begin to grasp the spirit of ORM. We should all take a look at the off-duty activities we enjoy and ask ourselves not only, can we make it safer? But can we minimize risk while having more fun?

Editor's Note: The VAW-125 safety department is always looking for ideas on turning real-life situations into learning opportunities. If you are attached to VAW-125 and have any safety-related stories or are involved in an interesting or risky hobby such as high-performance driving, see LTJG Webb or AD2 Norton or submit them anonymously via the command's anonymous box.

.....
LTJG Webb is the VAW-125 ground safety officer.



Poker Riders

Rev Motors for Safety

ONLINE RESOURCE:

Basic Rider Course and Base Safety

► <http://www.mccslejeune.com/motorcyclesafety.html>

Story and photo Cpl Joshua W. Grant

More than 300 service members and civilians took part in “Live Hard, Ride Free,” a motorcycle poker ride hosted by the 2nd Marine Division in May. The annual national motorcycle safety awareness ride included service members from Marine Corps Base Camp Lejeune, Marine Corps Air Stations New River and Cherry Point, Ft. Bragg and Seymour Johnson Air Force Base. The goal: promote responsible riding and motorcycle mentorship.

During the event, motorcyclists practiced their safe riding as they traveled in groups to various locations in the area. At each stop the riders were given a card and at the end of the ride, the person with the best poker hand was deemed the winner.

“When you get on a bike, it’s about having fun, but more importantly, it’s about safety,” said GySgt Stephen Phelps, assistant maintenance chief for 2nd Marine Division and organizer for the poker ride.

The policy letter is part of Marine Corps Order 5100.19F, which sets strict guidelines for the proper use of motorcycles and states all the required training and personal protective equipment required for use aboard base.

The National Highway Traffic Safety Administration recorded 4,612 motorcycle fatalities in 2011 throughout the country, accounting for 14 percent of highway deaths that year. In 2013, North Carolina lost 147 motorcyclists to traffic accidents, a decrease of seven percent from the previous year, said Don Nail, director of Governor’s Highway Safety Program for North Carolina.

“We hate to lose any motorcyclists,” said Nail. “But the reduction reinforces our emphasis on safety and accident prevention.”

Since 2008, MCIEAST has put more than 25,000 Marines through the Basic Rider Course (BRC) and Advanced Rider Course (ARC).

“When you get on a bike, it’s about having fun, but more importantly, it’s about safety.”

“If you’re a new rider, don’t just get on the bike and try stunts or drive recklessly. Find a mentor. Find someone who has been riding for a while and learn from them so you can safely enjoy having two wheels rather than four.”

The Marine Corps has lost four of its own already to motorcycle accidents this year, said Phelps. Marines have to keep up their efforts to promote safety and responsible riding as much as possible to stay mission ready, he added.

The Motorcycle Mentorship Program was established as part of the commanding general’s Policy Letter 10-14, stating all units across Marine Corps Installations East (MCIEAST) with motorcycle riders will participate in meetings and mentorship rides to monitor each rider’s skill development.

“2008 can be called the high water mark for motorcycle accidents,” said Brig. Gen. Robert Castellvi, commanding general for Marine Corps Installations East and Camp Lejeune. “I’m proud of what the Marine Corps has done since then. The Marines bonded together and helped mentor each other. They corrected the behavioral issues associated with the cause of accidents and greatly reduced our number of motorcycle fatalities.”

The proper use of safety equipment is paramount as well as ensuring every service member remembers the fundamentals learned at the BRC, added Castellvi.

Basic Rider courses are held at Camp Lejeune and Camp Johnson throughout the year.

.....
Cpl Grant is with Marine Corps Base Camp Lejeune.

Diary of a Drunk Driver: An Officer's Perspective

The following excerpt details a chronological chain of events that completely changed the life of a naval officer who was due for a promotion.

Anonymous

I am a 46-year old naval officer stationed in San Diego. I have been on active duty for 27 years, including 16 years of enlisted service. The events I'm about to describe changed my life. I hope that what happened to me will never happen to you.

A few points about myself before going into the details of my eventual arrest for driving under the influence of alcohol. I did not consume alcohol on a consistent basis. As a matter of fact, I only drank alcohol occasionally at home or at occasional social gatherings. I am an avid long-distance runner and have completed two marathons (Rock 'n Roll in San Diego and the Marine Corps Marathon in Washington, D.C.) and three of San Diego's half-marathons. I have two almost-grown children and have very strong religious and moral beliefs. I am also an alcoholic. What happened to me can happen to anybody, anytime, anywhere if you are an alcohol user. I am not telling anyone not to consume alcohol. I am saying, however, do not consume alcohol of any amount and operate a motor vehicle. Take a taxi, call a friend, or walk home. Do not drink and drive!

On Oct. 29, 2005, at about 8:45 p.m. I was arrested for driving under the influence of alcohol on California Interstate 8 at the College Avenue exit. I had just left a social gathering where alcohol was served. While driving home, I was stopped by a San Diego Deputy Sheriff because I had crossed over the white lines that separated the lanes. I took a field sobriety test and failed. I was arrested at the scene for impaired driving and transported to the San Diego County jail.

Don't believe what you see on TV where the high-priced lawyer comes and gets you out 15 minutes later. You will be there for a minimum of eight hours. You will be searched, fingerprinted, photographed, and then

placed in a 20-by-20 cell with 40 of "your best friends" that you never want to see again. The only amenity in this room was a toilet in the corner. I was released after processing (some 8-10 hours later). I walked out of the jailhouse on the streets of San Diego at about 8:00 the next morning and came face to face with at least 75 homeless people — and I thought I had a bad night.

On the days that followed, my punishment began. I had to attend a three-month First Conviction Program at San Diego State University. It included 12 one-hour classes each week for 12 weeks and six two-hour lectures for six weeks. I attended a mandatory Mothers Against Drunk Driving lecture in which three moms told the story of the loss of their children to drunk drivers — a very emotional and guilt-ridden experience. I had to complete 10 days of community service picking up trash, cleaning parks, and other chores for the city. I had to hire an attorney to represent me. I went to court and received a substantial fine.

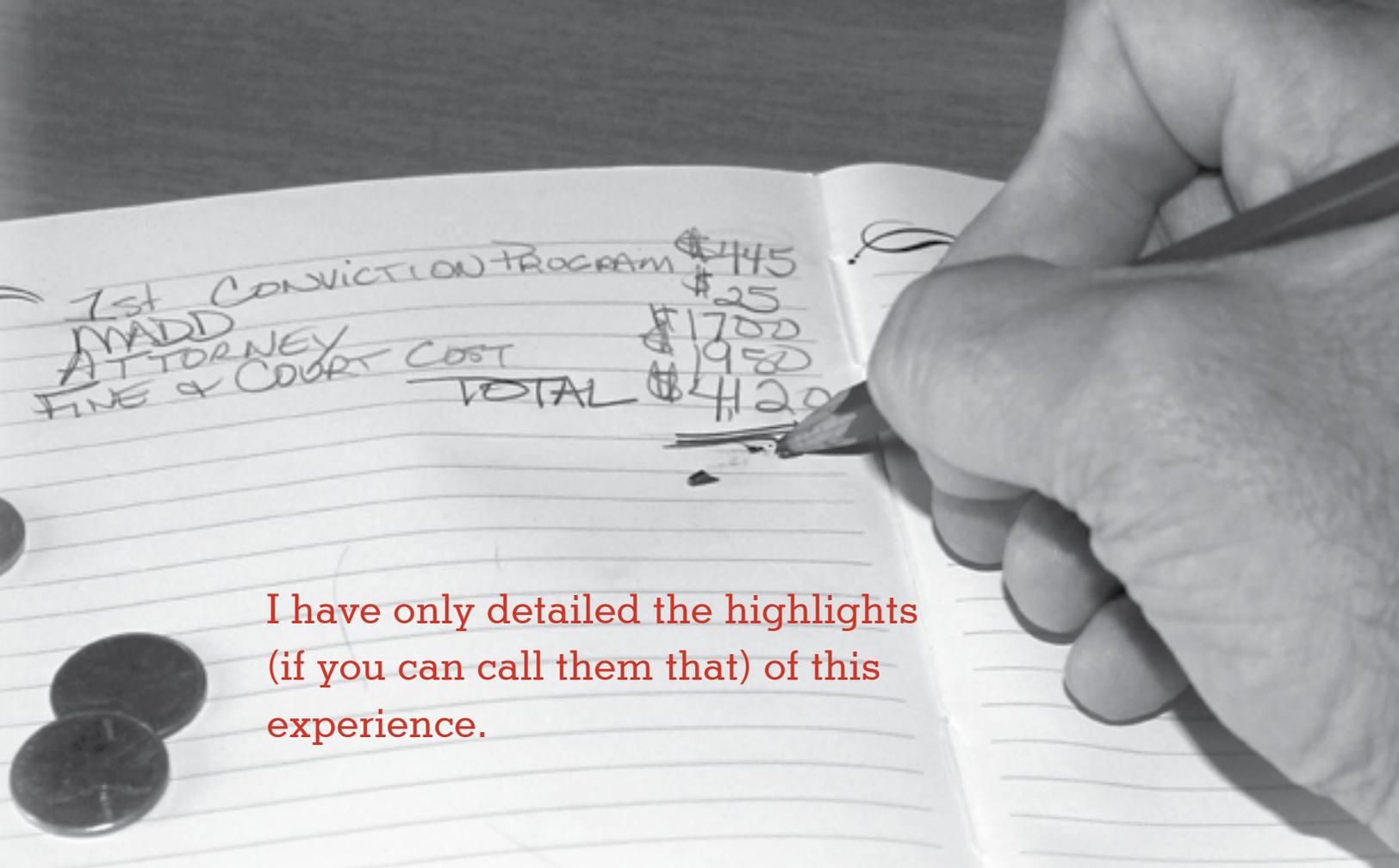
Here are some of the costs of my DUI:

First Conviction Program:	\$445
MADD:	25
Attorney:	1,700
Fine and Court Costs:	1,950
Total:	\$4,120

And I have not even talked about the insurance. It doesn't matter who your insurance provider is; they will drop you. You will have to obtain a much less reputable insurance at a much higher price. It will cost you thousands and thousands of dollars over the years.

Then comes the DMV process. Oh joy!

I lost my driver's license for 30 days and had a restricted license for five more months. This was before



I have only detailed the highlights (if you can call them that) of this experience.

I ever went to court. The DMV will revoke and suspend your license without a conviction! Driving is a privilege, not a right. Just being cited is justification. And then you have to pay to get it back! I paid \$195.

To make matters worse, I had been selected for promotion to lieutenant commander effective early 2006. My promotion was withdrawn and I was removed from the promotion listing. I was processed for administrative separation and had to retire involuntarily within the next six months.

If I had not been arrested, I would have continued on active duty for four more years and reached a 30-year retirement. If I had been able to retire as a lieutenant commander with 30 years instead of a lieutenant with 26, I would have ended up with approximately \$600,000 more in retirement pay over the next 20 years.

The monetary loss pales in comparison to the shame, emotional pain, grief, and guilt that this will cause you, your family, friends, co-workers, and just about every person you come in contact with. It will have an adverse effect on every facet of your life. I am thankful that I did not kill someone while driving under the influence of alcohol.

I have only detailed the highlights (if you can call them that) of this experience. There are many more — smaller painful points — but they are too many to mention.

My hope is that for those of you who take the time to read this you will not drink and drive. My pain would be worth it if it keeps just one of you from drinking and driving; and even more if it saves one life.

Editor's Note: This article was first published online by the Naval Personnel Command's 21st Century Sailor Program.

ONLINE RESOURCE

21st Century Sailor/Alcohol Awareness Prevention

▶ http://www.public.navy.mil/bupers-npc/support/21st_Century_Sailor/nadap



Clavicle-Sc

By LT Juan Oquendo III

Working in a squadron detachment to NAS Fallon during the winter has its pros and cons. The downside is that winter storms pose a significant challenge to flying, and the freezing temperature on the flight line makes maintenance just that more challenging. However, there is one big benefit: when it's ski season in Lake Tahoe, many resorts give big breaks to the military. As it turned out, I got to get one of those "big breaks" during a weekend ski trip.

I had never skied before. To make sure I wore the appropriate gear, I rented some equipment from the base MWR. I was ready for the slopes with ski pants, a jacket, helmet, gloves, some sweet shades, and of course, boots and skis. I even brought sunscreen. Feeling confident, I decided to pass up lessons from a certified ski instructor.

On Friday, I stayed close to some of the more experienced skiers in the squadron and learned a little from them. I felt that I picked it up pretty quickly and that I might have been a natural skier. I fell a lot that day and had one close call but nothing bad enough to scare me. I think it was mostly "beginner skiing" and "beginner falling." I ended the day unscathed and happy with my ability

hmvavicle

to work my way down the mountain. It was a three-day weekend, so on Monday we all decided to go back to the slopes, this time to a different area that had easier runs than on Friday.

I was doing well all day until one of the last runs. I picked up a little more speed than I wanted to and

bilize the arm. It would heal in about six to eight weeks, taking me out of the cockpit and out of the fight as our squadron prepared for deployment. Since our squadron only had 10 pilots, losing 10 percent of the roster had a serious impact on scheduling.

Looking back, I should have taken formal ski les-

I picked up a little more speed than I wanted to and was headed toward a group of trees.

was headed toward a group of trees. I decided to turn hard in order to avoid them, and my skis got caught in powder. I quickly tumbled to the ground and landed on my shoulder. Three people from the squadron saw it and said that it didn't look like a bad fall. However, I knew immediately that I had hurt myself – it felt like I had dislocated my shoulder. I didn't think it was broken and didn't want to be “that guy” being carried down the hill on the rescue sled. I stood back up, put my skis back on and finished the run. I later headed to the medical office.

When I got there, the ski patrol X-rayed my shoulder and found that I had partially fractured my clavicle. We immediately notified the chain of command and the flight doc as well. I was given a sling and told to immo-

sons. The slope that I was on was not for someone with my minimal experience. I was overconfident and going faster than my skill level supported. Taking ski lessons from a professional would have helped me learn the proper way to ski and control myself.

If you've never skied before, take the extra time and spend the extra money to get lessons and stay on slopes that are appropriate to your skill level. In our current environment with reduced manning, losing just one person for a few months has a very serious impact on a command. You shouldn't avoid having fun because of the risk of injury, but you should control that risk with operational risk management and education.

.....
LT Oquendo flies for the VAW-124 Bear Aces.

Take Action Before a Winter Storm Strikes

The hazards of winter storms are dramatic: wind-driven snow that makes it impossible to see creates large drifts and lowers the wind chill. Blizzards and ice storms can knock down trees, utility poles and power lines. Even small amounts of ice are extremely hazardous to motorists and pedestrians. If you are stuck in a storm and are exposed to cold for an extended period, frostbite or hypothermia is possible and can be life-threatening. Advisories are issued by the National Weather Service (NWS) when the public should be alerted to possible storms. A winter **storm watch** is issued when severe winter conditions are possible within the next 12 to 48 hours. The NWS issues a winter **storm warning** when severe winter weather conditions are occurring or expected to occur within a few hours.

BEFORE

Before a storm, check your emergency kit and replenish supplies. Create a family communication plan to include instructions on how to keep in contact with each other, where to meet if necessary, and what to do in case of an emergency.

Home or Office

Prepare for power outages by stocking up on safety and security supplies such as:

- flashlights and batteries
- AM/FM battery-powered radio
- rechargeable power-failure lights
- wind-up or battery alarm clock
- first-aid kit and medical supplies
- back-up system for your files

Car Maintenance

Winterize your car with fresh antifreeze and a strong battery. Schedule a tune up as recommended by the manufacturer. Prepare a roadside emergency and maintenance kit with supplies necessary for your area.

Communication Plan

Keep a recall list of everyone you work with. If you're a supervisor, make sure all personnel know how to muster before and after the storm. Update personal and emergency contact information on the Navy Family Accountability and Assessment System (NFAAS).

DURING

During a storm, listen to NOAA weather radio, local radio or television for the latest weather reports and emergency information.

Use generators, fireplaces and natural-gas fire logs responsibly. Have an operable fire extinguisher handy and learn how to use it.

During a power outage, unplug small appliances and electronics to avoid damage from power surge. Leave one low-wattage incandescent light switched on so you know when the power comes back on.

If you must be outside, wear plenty of layers of clothing. Make sure you wear a hat, because the largest amount of body heat is lost through the top of the head.

Whenever it's safe, check on neighbors with special needs: the elderly, children who are home alone and people with disabilities.

If you're on the road when a sudden storm hits, you might encounter traffic jams, detours and incidents. If you get stranded in your car, stay with it until help arrives. Do not try to walk for help during a blizzard.

Call your local highway administration or state transportation department for current road conditions.

AFTER

If you must venture out after a storm, watch out for snow-covered driveways and pathways, frozen lakes, snowdrifts, and icy roads.

Snow and Snowdrifts

When shoveling snow, take your time and don't over-exert yourself. Dress in layers, drink plenty of water, and take it slow. If you feel chest pain or tightness, stop. Seek immediate help if pain continues and breathing becomes difficult.

Be careful when clearing snowdrifts from your doorways, windows and roof. To remove a significant snow load from your roof, FEMA recommends a licensed, insured professional roofing contractor.

Winter Wonderland

If the weather is clear enough for tobogganing, sledding, and just playing in the snow, do so responsibly. Dress appropriately, check equipment, use designated skating areas and playgrounds, and go with a buddy.

Prolonged exposure to low temperatures, wind and/or moisture can result in cold-related injury from frostbite and hypothermia. Know the difference and what to do in an emergency. Be prepared for changing weather conditions.

For more winter and seasonal safety tips: <http://www.public.navy.mil/comnavsafecen/pages/media/index-safetips.aspx>
ADDITIONAL RESOURCES:

NFAAS website: <https://navyfamily.navy.mil>

FEMA's Risk Management Series: "Snow Load Safety Guide": <http://www.fema.gov/media-library/assets/documents/29670>

"Cold Weather Survival: Recognizing and Preventing Frostbite, Hypothermia," *Sea Compass*, Fall-Winter 2013

"Winter Storms and Extreme Cold," *Safety Gram*, Issue 27, December 2013

"Holiday Season Safety Tips," *Decisions*, Fall-Winter 2013

Holiday Driving: The Fatal 4 Factors

MAKE SURE YOUR ROAD TRIP IS A ROUND TRIP!

Fatigue

Fatigue is a distraction and acts like drugs or alcohol in the body

Fatigued Driving Symptoms

- Involuntarily closing your eyes
- Yawning
- Car drifting in lane
- Hard time paying attention
- Slow reaction times

Speed

Consider these Facts:

- Males 16-24 are much more likely to be involved in speed-related fatal crashes.
- Speed and alcohol are a deadly combination.
- Speeding is a prevalent factor in alcohol-related crashes.
- A contributing factor in 31% of all fatal crashes
- Cost of speed-related crashes is \$40 billion per year
- Nearly 12,000 lives lost due to speed
- 88% of speed-related fatalities occur on non-inter-state highways.

Males aged 16-24 are less likely to wear seatbelts than female counterparts, which is disturbing due to the demographic makeup of the Navy and Marine Corps.

- Seatbelt use for FY12 was 86%
- 11,949 lives saved by seatbelts in 2011
- No seatbelts used in 52% of fatal crashes in 2011
- 77% of people ejected from their vehicles were killed.

Alcohol

Drinking Facts

- Absorption of alcohol depends on:
 - Your size, weight, body fat and sex
 - Amount of alcohol consumed
 - Amount of food in your stomach
 - Use of medications
- 60% of STDs are transmitted by drunk partners
- In 67% of unplanned pregnancies, at least one partner was drunk.

Source: thatguy

Seatbelt

Source: National Highway Traffic Safety Administration

Travel Risk Planning System

- Web-based self-assessment
- Offers suggestions to mitigate driving risk
- Located at www.nko.navy.mil

Fact: Heaviest holiday traffic occurs the Wednesday before Thanksgiving and the Sunday after.

Fact: Many Sailors and Marines drive long distances over the holidays to visit family and friends.

Fact: Risk management prevents traffic mishaps.





Time-Critical Risk Management

Because conditions can change with little or no warning, being ready and alert can minimize risks.

- Assess the situation and potential for threats.
- Balance resources to prevent error.
- Communicate risks and intentions.
- *Do and Debrief to improve future performance.*