

Fall/Winter 2012

DECISIONS

Smart Choices. Good Strategies.

Procedures Revisited

Crane Collision to SOP Revision

COMPLACENCY First Hand 12
BEST PRACTICE Open Your Ammo Cans 14
COMMON SENSE A Comedy of Errors 17
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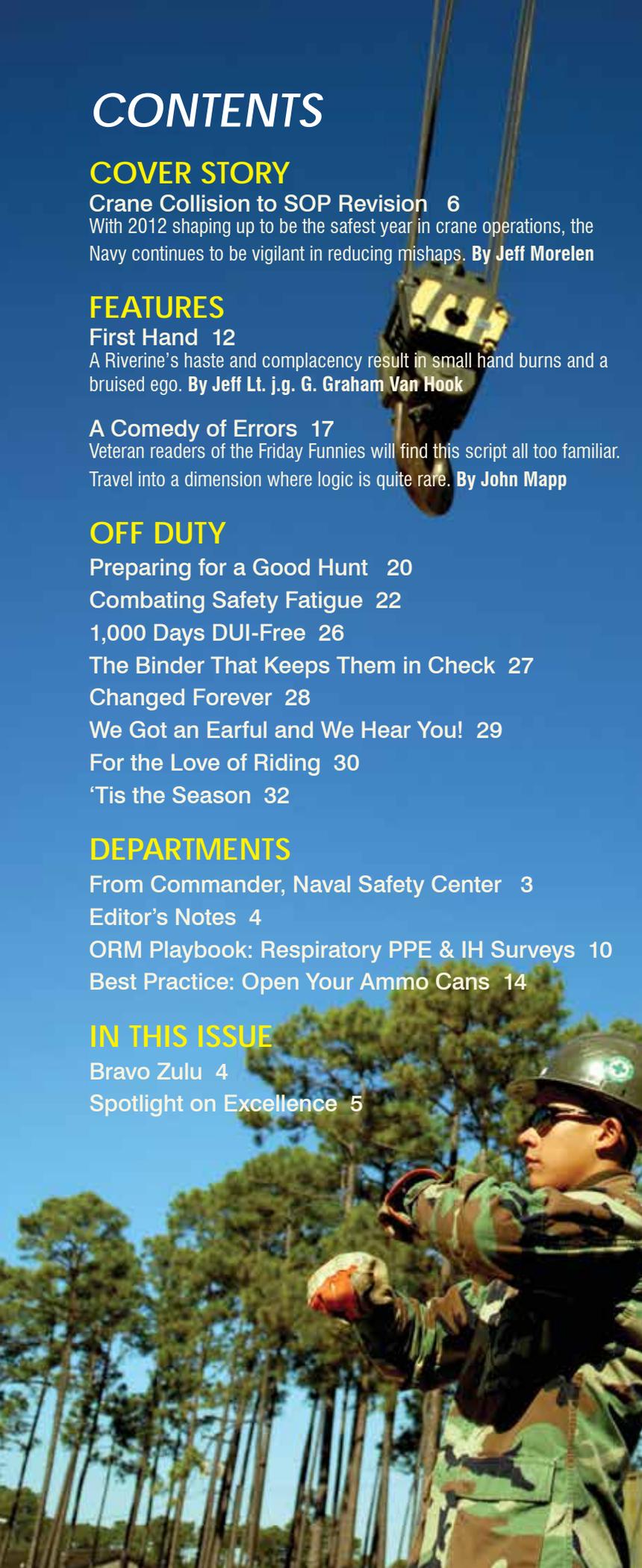
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ON THE COVER: Machinery Technician Chief Petty Officer Bruce Bryant, assigned to the U.S. Coast Guard Port Security Unit Three Zero Seven (PSU- 307), prepares the crane to lift one of the PSU's transportable port security boats out of the water for routine maintenance. *(U.S. Coast Guard photo by Public Affairs Specialist 2nd Class Zachary A. Crawford)*

THIS PAGE: Equipment Operator 3rd Class Jonathan Rust, assigned to Naval Mobile Construction Battalion (NMCB) 74, guides a 40-ton hydraulic crane operator during a training exercise at the crane yard aboard Naval Construction Battalion Center Gulfport, Miss. *(MC2 John Hulle/USN)*



DECISIONS

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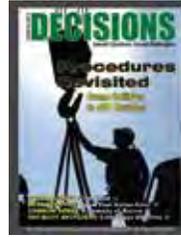
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We make split-second decisions every day. These may dictate the outcome of the day; maybe even our future. The level of risk we undertake depends on what we do in our profession. Some perform tasks pier side, on the front line, or in metal shops. Others operate heavy equipment to repair our ships. Many work in office spaces. But no matter what color of uniform we wear, we face the same challenge: preventing unnecessary injuries, fatalities and destruction of government property, what we call “mishaps” here at the Naval Safety Center.

Over the years, we have improved the way we handle mishaps. Setting up a safety “program” with rules and requirements, SOPs and references is not that difficult. While that’s a good starting point, we still must build the foundation for a culture of safety. “Commitment” from all levels is critical to support this endeavor. A healthy command environment engages its people and shares these three traits:

First, individuals must be **Capable**, meaning they must know the procedures and rules, and follow them. Second, they must understand that they have been **Empowered** to help enforce them. Third, leadership **Expects** everyone to be “active participants” in the command’s Safety Program by being involved. Ultimately, when the entire command is involved and looking out for each other, everyone benefits from the collective commitment made to the idea that “mishaps” have no place in our command, among our Sailors,

Time-Critical Risk Management



Assess the Situation

- What is going on?
- What is different today?
- What will happen next?

Balance Resources

- What are the priorities?
- How much time do you have?
- What are the options?

Communicate to Others

- Who has more information?
- Who needs to know?
- Who can help?

Do and Debrief the Event

- Carry out the plan.
- Were expectations met?
- Debrief to improve future performance.*

Stay in Step With Managing Risk

either on duty or off duty.” Leaders empower even the most junior person with the least experience, because they may well be the one in the right place to prevent a potential mishap.

As a result of these three traits being instilled in all hands, the command culture benefits from an understanding that “safety” means “ongoing risk management” both on-duty and off-duty instead of just safety program management. Our mantra goes from “be safe” to “perform professionally.” We all understand this means to think about what we’re about to do before we do it.

Deliberate risk management is evident in every page of this issue. A recent incident brought to light a procedure that was followed; however it was written 35 years ago! The situation discussed is a good example of never taking anything for granted, even a procedure that has been around for a very long time. A concerted effort between leaders, civilian employees and contractors is now underway to review crane operating procedures. Identifying hazards and making resources available to prevent mishaps works great when we have plenty of time.

However, many times we face complex situations that put us under pressure, that’s when we use time-critical risk management (TCRM). We have to be prepared to react to unplanned (but not unforeseen) circumstances that change the risk. This level of ORM uses the ABCD model: **assess, balance resources, communicate, and do and debrief**. This simple mnemonic can help remind us how to evaluate risks and create plans “on-the-run.” No command is immune to on-duty or off-duty and recreation mishaps. Once again the **Expectation** is that everyone will use

deliberate and time critical tools when appropriate. They are not just for the work-place, but also tools to make part of our take-home way of thinking!

The best TCRM starts with knowing all procedures and precautions. With the holiday season near, talk about liberty and leave plans with everyone. Evaluate the workload and its impact on personal plans (**Assess**). Use TRIPS before traveling (**Balance Resources**). Let someone know that you will be the designated driver (**Communicate**). Put yourself in a position to have an exit strategy from any situation by thinking about what could go wrong. Carry out your plan and expect the unlikely to occur so you are prepared. Be ready to act promptly whether in a group or on your own. Afterward, engage in a dialogue to share the experience and what happened so we improve the process (**Do and Debrief**).

The next time you “Do and Debrief” an event in your command, please consider whether your experience is something that would benefit hundreds of commands and thousands of Sailors by submitting an article to the next *Decisions* magazine! Although we all have the means to positively influence risk management in our commands, your article will have a significantly greater impact across our great Navy. *Decisions* magazine is anxious to publish your lessons learned and best practices that will help all of us continue to improve our professional performance!



Rear Adm. Brian “BC” Prindle

EDITOR'S NOTES: Policies & Procedures

A recent airport experience reminded me that policies and procedures can impact everything – and everyone around us. Sitting inside the plane at a terminal gate, I patiently waited as the captain repeatedly asked for volunteers to disembark. Apparently, the plane could not leave the gate unless it was up to code with weight and temperature requirements.

Forty-five minutes later, the plane took off after nearly two dozen passengers didn't make it onboard. The rest of us who stayed on had to make arrangements, while we could, for connecting flights and transportation due to delays. Although I felt bad for the people who got bumped, I was glad those preflight checklists exist to keep us safe.

This issue is about SOPs (standard operating procedures) and how they help keep our workplaces hazard-free, our lives worry-free and our conscience doubt-free. We begin with the cover story on revising crane SOPs – part of a process of standardization and preventive maintenance over the years that have contributed to reduction of crane mishap rates.

Also in the spotlight is a Riverine who writes about how his complacency violated the basic safety rules in weapon handling (*First Hand*, page 12). The stage is set for our main characters who defy logic in this mayhem-infused “play” (*A Comedy of Errors*, page 17) by our regular contributor, John Mapp.

We also provide personal protective equipment guidance (*ORM Playbook: Respiratory PPE & Industrial Hygiene Surveys*, page 10) and ammunition safety handling tips (*Best Practice: Open Your Ammo Cans*, page 14) to keep you up to date with your operational know-how. In this issue, we also recognize the men and women who saved lives, protected assets, and prevented accidents (*Bravo Zulu and Spotlight on Excellence*, pages 4-5). Lastly, our contributing writers serve up some off-duty articles for hunting, combating DUI and “safety fatigue,” motorcycle riding, off-duty and recreational activities, seat belt use, and liberty (holiday) tips.

Visit us online (“On the Web Now,” page 1) to download individual articles or the PDF version of this magazine. As always, we thank you for your contributions.

Just like every magazine out there, this issue has gone through a considerable amount of chop, red-ink, and more chop. We, too, have a pre-publishing checklist to do before we can deliver this to your hands. We hope this issue helps you get through your day-to-day tasks at work, home or at play, intact.

Evelyn Odango
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Bravo Zulu



While driving to work during inclement weather, IT2 (AW) Andre S. Pham of Patrol Squadron Nine saw a motor vehicle spin out of control on the freeway and hit a median. He immediately stopped to render assistance and realized that the driver was a fellow member of the command. Acting without hesitation, he administered first aid, contacted authorities, and notified the driver's chain of command. He remained on-scene until emergency response personnel arrived. His quick action ensured that the driver did not sustain serious injury and prevented additional accidents from occurring on the freeway.

Submitted by
AM1 (AW) Carl Michael Lesaca,
VP-9 Safety Officer

To submit a Bravo Zulu, send a brief narrative to
safe-decisions@navy.mil.

Please include a photograph and a command logo (if available). For more information, contact the editor at 757-444-3520, ext. 7220.

Spotlight on Excellence



2012 Department of the Navy Safety Excellence Award

“You saved lives and property and prevented accidents. On behalf of the Secretary of the Navy, I thank you and offer congratulations for your accomplishments.”

– Under Secretary of the Navy Robert Work

Industrial, Category A - Naval Facilities Engineering Command Northwest

Industrial, Category B - Ship Repair Facility and Japan Regional Maintenance Center

Industrial, Category C - Marine Corps Logistics Base Barstow

Non-Industrial, Category A - Naval Submarine Base Kings Bay

Non-Industrial, Category B - Naval Air Station Lemoore

Non-Industrial, Category C - Naval Base Ventura County

Fleet Operational/Fleet Support - Marine Corps Support Facility Blount Island

Large Deck Combatant - USS *Ronald Reagan* (CVN 76)

Surface Combatant - USS *Lake Champlain* (CG 57)

Amphibious - USS *Green Bay* (LPD 20)

Submarine - USS *Tennessee* (SSBN 734)

Auxiliary - USNS *Grasp* (T-ARS 51)

Marine Corps Active Duty Aviation - Marine Attack Squadron 223

Navy Active Duty Aviation - Helicopter Maritime Strike Squadron 77 "Saberhawks"

Marine Corps Reserve Aviation - Marine Light Attack Helicopter Squadron 773

Navy Reserve Aviation - Fleet Logistics Support Squadron 57 "Conquistadors"

Training Aviation - Training Squadron 10 "Wildcats"

Safety Integration in Acquisition - Naval Sea Systems Command Shallow Water Combat Submersible Team

Emerging Center of Excellence - U.S. Forces Afghanistan (USFOR-A), Naval Sea Systems Command, Naval Ordnance Safety and Security Activity, and USFOR-A Systems Safety

Established in 2002 by former SECNAV Gordon R. England, the Safety Excellence Awards are designed to promote safe practices throughout the Department of the Navy and personally recognize those commands that have integrated an awareness of safety in everyday operations, reducing loss in man-hours, material damage, among other factors that may decrease Navy assets.

Crane collisions account for 34 percent of 2012 mishaps; but improvement is on the rise, making this year safer than 2010.



A Puget Sound Naval Shipyard crane operator moves an emergency heavy lift crane from the flight deck of USS Abraham Lincoln (Cv N 72) to the Naval Station Everett pier. (U.S. Navy photo by MCSN Brandon Wilson)

In 2010 crane accidents were at a new low making it the safest year in more than a decade. This year has had a low accident occurrence, and is shaping up to be safer than 2010 if this trend continues. Part of this success can be attributed to standardization of crane operating procedures and preventive maintenance.

Thirty-four percent of the crane mishaps in 2012 involved collisions. Even with a five-percent reduction in mishap rates this year, there's still work to be done.

Other mishap cause factors:

- The crane operator and his team being unaware of load weights.
- Cranes not equipped with requisite safety devices.
- Safety devices not working properly.
- Booms with bent or damaged lacing (steel joints).
- Booms with defective welds.
- Booms that are heavily corroded.

These types of problems should be spotted during the pre-inspection by anyone on the crane team. When the team misses or ignores these problems, the results can be catastrophic.

Crane operations are challenging. If the lift zone is on a pier, power lines hang all around the docks. Ships pull in and out. Bystanders and pedestrians abound. There are lots of fences and other structures to maneuver around. Add to that the 4,000-pound load is suspended in the air. When winds increase or the angle of the lift changes, the difficulty is magnified.

Since a number of difficulties can crop up during a lift, crane operators depend on a number of checks

COVER STORY

Crane Collision to SOP Revision

By Jeff Morelen, Naval Safety Center

and balances, which in turn rely on operational risk management (ORM) and preventive maintenance.

The crane team's main tool for preventing mishaps is planning. Before starting a job, the crane operator creates a plan — known as the lift plan — on how to accomplish his lifting task as safely as possible. It is provided in the *NAVFAC P-307, Management of Weight Handling Equipment* manual published by the Naval Facilities (NAVFAC) Engineering Command Navy Crane Center. He submits the lift plan for a second-level review. This group of qualified personnel will have to declare it as a “safe lifting plan” before operation can begin. The entire team working on the job then discusses the plan, ensuring all team members are aware of their responsibilities. Once the plan is set, the crane operator has to watch out for unexpected obstacles and anything else that might interfere with the plan.

“Being able to identify potential hazards in the work area or on the crane itself is vital. The rigger in charge has to be able to communicate changes to team members,” said Steve Geiger, safety and occupational health manager at the Naval Safety Center. “This can change the work plan, but it also can save lives.”

A crane operator must also do a self-examination, verifying that he or she is physically, mentally, and emotionally fit to operate the machine.

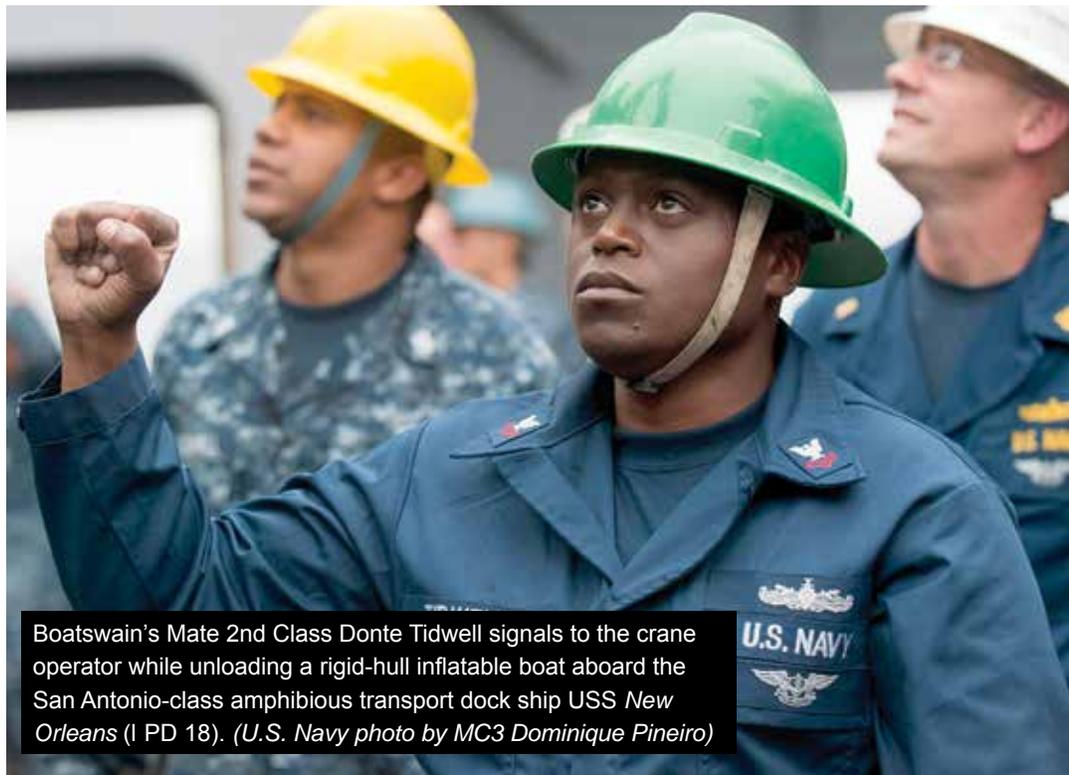
The last step before the actual lift is the crane operator's daily checklist, which has a number of items that need to be checked for working readiness. An important part of this checklist is the block of items that are mission essential. If any of these are unsatisfactory, an immediate order to stop work is issued. For example, the hydraulic hoses could be deteriorated, the outriggers and

stabilizers are not fully extended, or the wire rope is spooled incorrectly or frayed.

In spite of the checks and inspections, human factors continue contributing to mishaps: stress, overconfidence, poor judgment, excessive speed while moving the load, and inattention.

A recent mishap that didn't involve human error was during an ordnance lift. The issue was the SOP. The lift had exact specifications for the angle needed to lift the load. The crane team attached the assembly that would let the crane lift the ordnance at the correct angle. After the first two attempts, the ordnance would not move. But after minor adjustments to the lifting assembly, the ordnance suddenly jerked up. This made the load sway. The ordnance hit part of the ship, causing minor damage.

The investigating crew initially determined that all procedures had been followed, and that the crane team hadn't made any errors. Investigators wondered if faulty





U.S. Navy photo by PHAN Kathleen Gorby



Above: Fire Controlman 2nd Class Kenneth Nwaezeapu keeps his eyes on the signalman while raising a NATO Sea Sparrow Missile System (NSSMS) casing with a crane aboard USS Ronald Reagan (CVN 76). Left: Construction Mechanic 3rd Class Jason Young and Construction Mechanic 2nd Class Robert Brien assigned to Naval Mobile Construction Battalion Forty (NMCB-40) position the hoist on new 50-ton linkbelt crane during calibration operations.

preventive maintenance on the ship had made it hard to move the ordnance at first. Perhaps the SOP would have to be updated to prevent recurrence.

Changing an SOP is common while working under dynamic circumstance, according to the Navy Crane Center. However, this SOP hadn't been changed in 35 years. This investigation is still in progress to determine exactly what caused this mishap, but one investigator confirmed, "There will be an SOP change due to this incident."

This mishap has already led to improved procedures for lifting this particular ordnance. Leaders, safety managers and operators are paying attention, working together to prevent crane mishaps. ■

Jeff Morelen, an intern in the Communications and Marketing Department, is an occupational safety and health graduate student at Old Dominion University, Norfolk, Va.

MEDICAL SURVEILLANCE



WE ALL NEED TO PULL TOGETHER.

The Navy is committed to providing a safe and healthful workplace for all of its personnel, military and civilian. As part of accomplishing this goal, the Navy and Marine Corps Public Health Center and the Naval Safety Center are working together to promote a successful medical surveillance program. However, we cannot do it alone. A successful program is an all-hands effort. Navy leaders at all levels need to work with their safety and medical department counterparts to ensure their personnel are appropriately enrolled in the correct medical surveillance and job certification programs. These programs include noise, respirator, forklift operator, explosive handler, to name just a few. Resources to help achieve a successful program are available from the Occupational and Environmental Medicine Department at the Navy and Marine Corps Public Health Center and from the Naval Safety Center. For more information visit us at: http://www.nmcphc.med.navy.mil/Occupational_Health/ and <http://www.public.navy.mil/NAVSAFECEN/PAGES/OSH/MEDSURV.ASPX>.



NAVY AND MARINE CORPS PUBLIC HEALTH CENTER
PREVENTION AND PROTECTION START HERE

protection program as mandated in the *Navy Safety and Occupational Health Program Manual* [OPNAVINST 5100.23 (Series)].

Requiring personnel to wear a respirator in an industrial setting is usually the last option in the hazard control hierarchy. Preferred options are engineering (replace the equipment or the process) or substitution (change the process by using a less hazardous material). The IH survey identifies the need for use of a respirator and identifies the type of respirator if hazards associated with the process cannot be removed or reduced. (See box, “What Is an IH Survey?”)

What Should You Do Next?



full-face mask respirator

- People required to use respirators must be enrolled in a medical surveillance program, which monitors their occupational health. The command’s respiratory protection program manager (RPPM) or an assistant RPPM fits each employee with a respirator, using the make and model of respirator the employee will use.
- Supervisors must ensure personnel are enrolled in both the respiratory protection program and a medical surveillance program.
- Everyone enrolled in the respiratory protection program must use the respiratory protection when required, change the cartridges as necessary, and keep the respirator clean and in usable condition.
- Individuals and RPPMs can use OPNAVINST 5100.23 (series) or go to the Navy and Marine Corps Public Health Center at www-nmcpbc.med.navy.mil for more information on respiratory protection and medical surveillance programs.

Mr. Peretto is a certified safety and occupational health specialist with the Naval Safety Center.

WHAT IS AN IH SURVEY?

By Cmdr. David S. Horn, as first appeared in *Ships’ Safety Bulletin*, “Industrial Hygiene Surveys,” January-March 2011

Industrial hygiene (IH) surveys are comprehensive assessments of exposures in a workplace. The goal is to recognize and evaluate potential health risks and make recommendations to control those risks. The IH survey does several things:

- Establishes and documents exposure levels
- Specifies safety and health requirements for those exposure limits
- Provides an assessment of the effectiveness of general and local exhaust ventilation systems used for the control of contaminants
- Provides a basis for medical surveillance examinations.

The IH survey identifies operations that require personal protective equipment including respiratory protection, noise and sight hazardous equipment and locations, and personnel for inclusion in medical surveillance programs such as hearing conservation, asbestos, and sight conservation. All-in all, it is an essential tool for developing your safety and occupational health programs. Over time, controls deteriorate. Processes are modified, and new equipment is added. Perhaps a new hazardous chemical is put into use. Maybe the ventilation system degrades. An update of the industrial hygiene survey is required according to established schedules to address all such changes. Local medical treatment facilities (MTF) (either a naval hospital or a branch medical clinic) or Navy Environmental Preventive Medicine Units (NEPMUs) can conduct IH surveys for afloat and ashore commands.

IH Survey Requirements:

For a complete list, refer to OPNAVINST 5100.23

I – High Hazard: Annual

Shipyards, aviation depots, public work centers, weapons/ordnance stations, test centers or laboratories, medical/dental activities.

II – Moderate Hazard: Every two years

Naval stations, air stations, SEAL teams, aviation squadrons, submarine training facilities, fleet imaging, explosive ordnance units, all ships and submarines.

III – Low Hazard: Every four years

All other activities with primarily office or classroom work, such as administrative staffs and support commands.



FIRST HAND

By Lt. j.g. Graham Van Hook

Peering into two grainy green circles, my eyes try to focus as my tracer rounds zip across the black hilly grass of the Virginia Piedmont. My line coach screams into my left ear, “Get some, sir! Walk your tracers up!” But his words are muffled by the moaning of my Mk44 minigun. Its retorts echo deep into the night air. With the surge of adrenaline, my body reacts. My heart beats harder, sweat streams from under my helmet, and my palate becomes dry. “Walk it up!”

The horizon line is flat along the eastern ridge, contorted only by the silent silhouette of a troop transport. The transport then erupts with light as it absorbs a mass of 7.62mm rounds. In my night vision goggles (NVGs), it looks like I just lit a sparkler. Under the loud whine, I hear an encouraging, “There you go, sir!”

In the Riverine Force, a Riverine is expected to become extremely proficient in more than six weapons, including the M2, M4, M9, M240B, M203, Mk19, and Mk44. Each weapon is a complex system that takes extended training to understand, let alone master. The Riverine Force goes through several category gun shoots: CAT II, III and IV. Each category builds and expands on the shooting skill set.

One Riverine shoots more ammunition in a year than the entire crew of a DDG combined. With this training comes great risk. The Force constantly evaluates and mitigates risk at every opportunity in order to maintain the training process. Despite the rigorous training procedure and attention to operational risk management, its effectiveness is solely dependent upon an individual’s willingness to absorb and act upon the information.

One cool January night, my detachment and I were doing our CAT III gun shoot. This was an advanced level of shooting needed before shooting CAT IV. We each had a course of fire to shoot both during the day and night. I decided to save my favorite weapon system — the Mk44 minigun — for the last course of fire.

The Mk44 is both dramatic and dynamic. It got the nickname “Puff the Magic Dragon” during the Vietnam War due to the flames that appeared to be flowing from the rotating barrels. It is a weapon that is mostly used by helicopters and special warfare combat crew (SWCC) units. The Riverines adopted it to increase their fire power on the river. It shoots an amazing 3,000 rounds (7.62mm) a minute with a muzzle velocity of 3,050 feet per second.

With the last of my rounds expended, I powered off the Mk44 and pivoted my weapon to high port and practiced scanning. I then flipped up my NVGs and began to come down from the high of shooting. The barrels of the minigun glowed a smooth orange against the inky sky. The barrels seemed brighter as my eyes adjusted off the NVGs, then the orange faded against the cool air.

I then began to rush through my safety steps in order to turn over the weapon to the next anxious shooter in line. The last step — a movement of clearing and making the weapon safe — was one I’ve done a number of times. It has given me the confidence to complete the task in the dark of night. To “show clear,” one must rotate each barrel and slide the bolt to the rear on the track showing the line coach. I gripped tightly around the barrels and began to twist the barrels counterclockwise.

This action was soon punished by a sharp pain in my right palm through my glove. It took several seconds

before I realized what I had done. My hand was gripping barrels that were several hundred degrees. What resulted was a glove with several holes accompanied by several small burns on my right hand. The barrels of the gun had a rubber hand print melted into the side.

I was embarrassed at this brainless stunt but grateful to not have injured myself further. The correct way to rotate the barrels after firing is to use a large industrial screw driver between the barrels and torque the screw driver counterclockwise, keeping your hands well clear of the barrels. But in my haste, I ignored basic safety procedures.

The number one factor in this safety violation was complacency. I totally missed steps in the proper way to clear and secure a weapon, which resulted in breaking clearly defined safety rules. Weapons are dangerous and it is important that we understand the precautions.

This personal incident provided several teaching points that I shared with my Detachment at the conclusion of the gun shoot:

- ▶ **Slow down.** Training cannot be rushed. Take time to complete the task and develop proficiency, not speed.
- ▶ **Be safe at all times.** I injured myself when the firing line was “cold.” I let my guard down when the most dangerous part of the evolution was complete. Stay vigilant and don’t take situations for granted.
- ▶ **Fight complacency.** At times, we can be our own worst enemy. Complacency needs to be addressed and stomped out. You might have performed a task 1,000 times without incident. The 1,001 might prove to be the most dangerous. ■

Lt. j.g. Van Hook is the assistant officer in charge of RIVRON 1 DET 2. (Photos courtesy of the author)

“The Riverine Force is an exciting place to serve in the Navy; however, it presents the same risks that can be found throughout the fleet. It is important that we learn from each other in order to prevent future incidents.”

Open Your Ammo Cans

By Gunnery Sgt. Amber Allison, Naval Safety Center

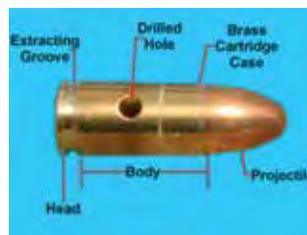
Filming began just after midnight on March 31, 1993. The scene was a flashback to show how the main character had been killed. Actor Brandon Lee was carrying a grocery bag that contained a small explosive charge, used to simulate gunfire. Another actor, Michael Masee, was to fire a pistol full of dummy rounds at Lee, from a distance of about 12 feet.

Rehearsal went fine and the camera began to roll. Masee fired. Lee pulled a trigger hidden behind the grocery bag to set off a "squib," to simulate being hit by a bullet. Then he collapsed, blood pouring from the right side of his abdomen. The scene played on; some thought Lee's acting was extraordinary.

The director yelled, "Cut!" Lee did not get up. At first the crew thought he was joking because he was well-known for his practical jokes, but then panic erupted. Lee died about 12 hours later. Investigators found that the prop specialist had accidentally loaded a live round in with the dummy rounds (dummy rounds look a lot like live rounds, but they don't contain gun powder).

The world lost a rising star that day in March 1993. The Marine Corps loses personnel in similar ways.

In February 2000, an E-4 aimed his M240 SAW at the windshield of an approaching high-mobility, multipurpose wheeled vehicle (HMMWV) and fired.



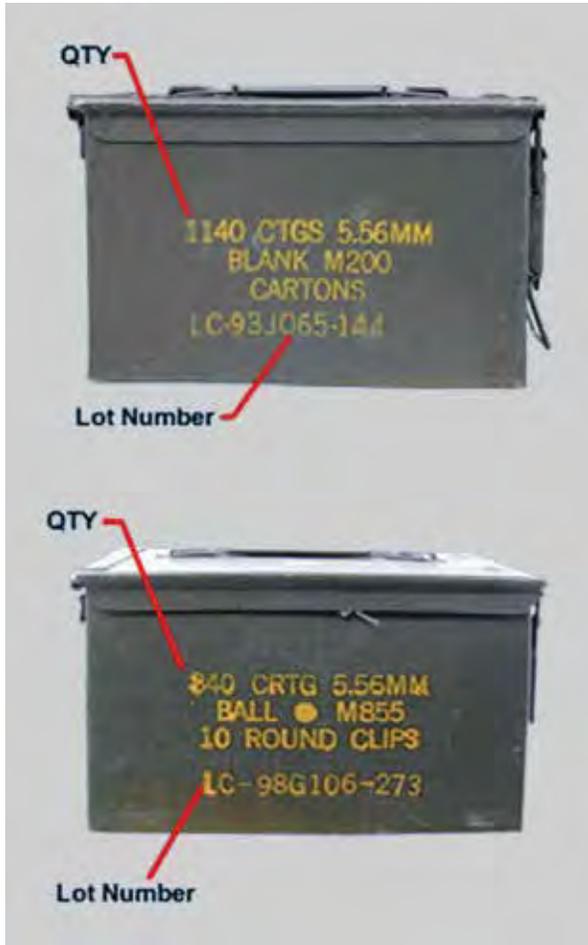
Left: 9mm dummy round often used in movies when the camera shot is looking down the barrel. Armorers also use them for functional checks on weapons. Right: 9mm live ammunition.

The "blank" round didn't sound normal. He aimed and fired again. The BFA flew off. A projectile went through the windshield of the HMMWV, striking a 20-year-old E-3 in the thigh. The E-3 underwent several surgeries and walks with a permanent limp. The E-4 had been issued his ammo and had loaded his weapon in low light. A package of live ammunition had been issued in a can that was marked as blanks.

A 19-year-old E-3 military policeman who was portraying an enemy combatant during a training exercise in August 2002 was fatally shot by an E-5. After rappelling from a helicopter and entering a room during a mock urban assault, the E-5 raised his rifle, lined up his sights at a faux enemy and pulled the trigger. Four bullets slammed into the E-2's neck and torso. The E-5 thought he'd slipped blanks into his rifle, but he had actually grabbed live ammo.

In October, 2006, another E-5 pointed his weapon at an E-4 (who was also playing the part of an enemy

The untrained eye can easily miss the words “ball” and “blank” when in a hurry or in low light.



insurgent) and pulled the trigger. The ammunition was supposed to be blanks, not live rounds. At first, just as with Brandon Lee, no one realized the E-4 was dying. Even a nearby corpsman was convinced that the 22-year-old E-4 was a good actor. When the corpsman rolled the body over he discovered the Marine had been shot in the face and probably died very quickly.

In 2008 and 2009, two different armorers loaded pistols for functional checks but mistakenly loaded them with live ammunition instead of dummy ammunition. One shot himself in the palm, requiring stitches. The other shot off the tip of his finger.

Also in 2009, a unit was firing on an indoor range. Marines in the unit had been mistakenly issued ammunition containing tracers. No one opened the

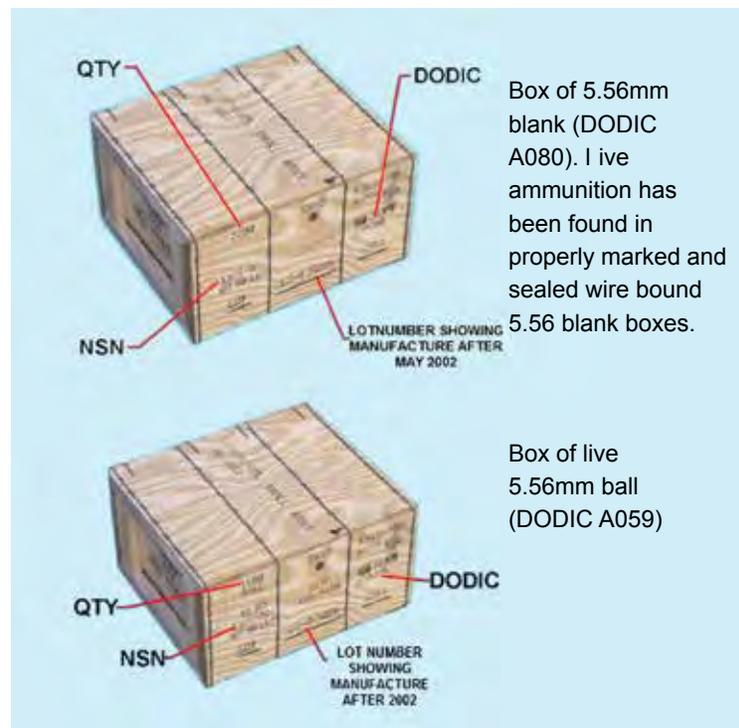
can to verify that the ammunition didn't contain tracers (which are prohibited on indoor ranges). Shortly after shooting began, a fire broke out in the rubber impact area and continued to burn for more than 12 hours, destroying a brand-new, multi-million dollar facility.

These are just a few of countless mishaps that could have been prevented had someone closely inspected the contents of their ammunition can instead of trusting the markings on the outside. A box of 5.56 mm ball and a box of 5.56 mm blank look nearly identical when looking at the markings and wording.

Ammunition Information Notices 013-2003 and 002-2009 state: “Visual inspection for positive identification of inner pack of 5.56MM, Blank M200 for 5.56MM, Ball M855 (1305-A075, A080) (1305-A059). It is imperative that all personnel are aware of the possibility that live rounds may be packaged within properly marked blank wire-bound wooden containers.

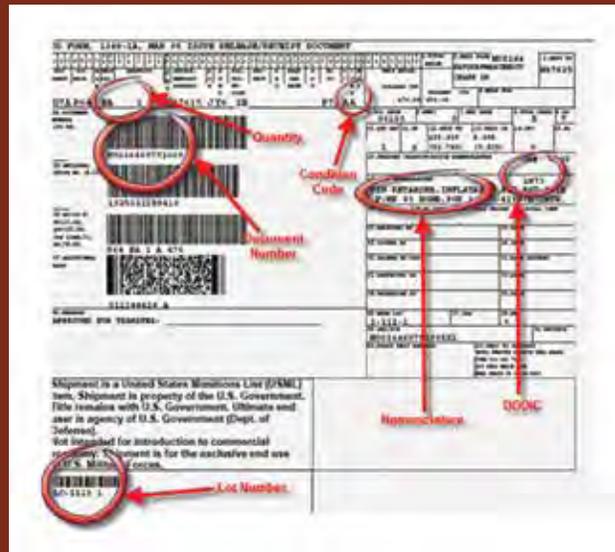
“At a recent training evolution, two M2A1 cans of 5.56MM Ball M855 were discovered inside a wooden wire-bound container marked as A080 M200 Blank. Prior to firing, users should inspect the packaging and contents of all M200 Blank ammunition (13050-A075, A080) with a lot number after LC-02E or manufactured after May of 2002).”

Gunnery Sgt. Allison is an explosives and weapons analyst in the Shore/Ground Safety Programs Directorate.



Ammunition Handling Do's and Don'ts:

- ▶ Compare markings of ammunition cans to the DD FORM 1348 when receipting for ammunition. In well-lit areas, open all non-factory sealed or unsealed ammunition cans and inspect ammunition to ensure it is the correct ammunition to be used on the range.
- ▶ Ask for and read all Ammunition Information Notices or Notification of Ammunition Reclassifications that pertain to the ammunition you are about to use to ensure you are using it correctly and have all the required personal protective equipment.
- ▶ Range regulations prohibit excessive break-out prior to firing. Open all unsealed ammo cans to inspect and inventory whatever is in the can. Ensure it is exactly what you are supposed to receive. Do not open sealed ammunition until it is ready to be fired. Inspect that ammunition prior to issuing it for use.
- ▶ Never issue or inventory live ammunition in the same place that blank ammunition is to be issued or inventoried.



- ▶ When switching between live fire and blank fire, “shake down” all participants and ensure all unused ammunition is turned in to the Range Safety Officer (RSO) to prevent mixing ammunition from different training events.
- ▶ Repack all unused ammunition in the correct packing material and repackage it in the correct ammunition can for turn-in to the ammunition supply point. Don't bury ammunition to circumvent the turn-in process.
- ▶ Intervene if you see any suspicious or dangerous actions during ammunition and weapons handling.

RESOURCES

Naval Ordnance Safety and Security Activity

▶ <https://nossa.nmci.navy.mil/nrws3/>

Defense Ammunition Center

▶ <http://ammo.okstate.edu/>

Explosives Safety Support Office Atlantic at Naval Station Norfolk

▶ 757-445-0812

Explosives Safety Support Office Pacific at Naval Base Coronado

▶ 619-545-9560 or 800-XXP-SAf T or 800-997-7238

A

COMEDY OF ERRORS



By John Mapp

Illustrations by John W. Williams

Cue "Twilight Zone" music.

You're traveling through another dimension. A dimension where common sense is quite rare. The sights and sounds are all too often screaming panic, flames, and smoke. The signpost ahead reads, "Next stop: the Logic-Free Zone."

Scene 1: An average day at an average Navy shore facility.

Dawn was breaking, and the men and women assigned to the metal shops broke from Quarters and got to work. Our "hero" (whom we will call petty officer second class Pyro) emerged from his work center to start the day's task. He and his trusty sidekick (aka petty officer third class Maniac) had been tasked with removing large chunks of surplus and

damaged metal from the yard and disposing of it in a waste dumpster.

At this point, veteran readers of the Friday Funnies automatically begin pre-dialing 9-1-1 and breaking out the first-aid kits in anticipation of the mayhem which often accompanies moving large amounts of metal. You can stand down — no one got hurt. No lacerations, no broken bones, not even any bruises (except, of course, to our Hero's tender ego).

The company which emptied the dumpster was forbidden from taking it when anything extended more than 12 inches past the edge.

PO2 Pyro arranged for Maniac to get a forklift, the better to transport those long and heavy pieces of metal. They moved the metal to the dumpster without incident.

Scene 2: The next actor, PO1 Toughguy, appears.

PO1 Toughguy is the Leading Petty Officer of PO2 Pyro's work center, and the man who tasked our hero with the job. He sauntered out to the work area to check on our hero's progress and immediately noticed something was amiss. He bellowed a few choice phrases which cannot be repeated here. After calming down, PO1 patiently pointed out to our hero and his trusty sidekick that some of the metal was too long to fit inside the dumpster. The PO2 and PO3 scratched their heads and conceded that some pieces of metal were protruding far beyond the edges of the container.

Being possessed of the patience of a saint – or at least someone from New Orleans – PO1 Toughguy further explained that the company which emptied the dumpster was forbidden from taking it when anything extended more than 12 inches past the edge. He told them to remove the long bits of metal from the dumpster and take them back into the shop, where they could be safely and quickly cut into more manageable pieces.

Shaking his head, PO1 Toughguy exited stage left.

Scene 3: Our stalwarts jump the tracks and pass into ... The Logic-Free Zone.

PO2 Pyro and PO3 Maniac huddled. It was almost lunchtime, and the job they had thought was almost done now appeared to go into extra innings. Profanity most likely ensued.

No doubt you're nodding your heads sagely at this point. You have the classic foreshadowing of an impending mishap: an artificial sense of urgency, rework, and intermittent supervision.

Our stalwart petty officers came to a decision. That whole thing about removing the long bits from the dumpster and carrying them back into the shop would take too long. Some of the metal was trapped by more metal piled atop it, which would require emptying the whole dumpster. In their minds, it was also completely unnecessary. PO1 Toughguy's

concerns about doing the job correctly and safely rapidly lost their value in comparison with a rapidly-approaching lunchtime. All they had to do was cut the metal in place! That would save lots of time.

Scene 4: Our hero obtains a portable plasma-arc cutting unit (PAC) to accomplish his task.

Apparently, anyone assigned to that particular work center could check out a PAC, without any questions. Blithely ignoring the signs posted on the dumpster forbidding anyone from climbing into or on the dumpster for any reason at any time, PO3 Maniac began cutting while PO2 Pyro stood fire watch (with a fire bottle taken from its station in the metal yard). Incidentally, our hero was working on his qualifications as work center safety representative at the time.

Metal dumpsters are not safe work areas, not for hot work, not for any kind of work – even when they aren't half-full of hundreds of pounds of loose metal.

None of these issues loomed large in our hero's mind as he watched his sidekick cut merrily away at the metal. But then they noticed the smoke. Despite the fact that the dumpster was clearly labeled "Metal Only," someone had dropped half a ream of paper in there. The slag from the cutting had managed to find its way through the piled metal scraps onto this paper.

Our hero immediately commenced to spraying with his ABC bottle, to no avail. PO2 Pyro expended the entire contents of the extinguisher, and the flames finally went out (as far as he could tell).

After this close call, you'd think that PO2 Pyro and PO3 Maniac would rethink their work procedure, or at least do a more in-depth assessment of the risks. You'd be wrong. This is not to say that PO2 Pyro did not take some risks into account. He was very worried that the fire extinguisher was expended. Leaving PO3 Maniac to continue piling metal into the dumpster, our hero carried the empty bottle to the safety office to get it recharged.

Scene 5: Peeling the onion.

A member of the safety staff asked, "How did it get empty?" The answer

PO2 PYRO BEGAN
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METAL DUMPSTER.



brought an onslaught of new questions until, finally, the truth came out. At this point, PO2 Pyro began to realize that his dream of "saving lots of time" had gone up in smoke with the paper in the metal dumpster.

When the safety crew arrived at the work site (PO2 Pyro in tow), they found PO3 Maniac still hard at work. He was somewhat miffed when told to stop while the staff investigated. So he went to complain to PO1 Toughguy. Once aware of the circumstances, PO1 Toughguy took PO2 Pyro and PO3 Maniac back to his office for "the talk."

Base firefighters arrived at just about the time the still-smoldering embers re-ignited. True to the nature of their calling, they put the wet stuff on the red stuff with great enthusiasm, essentially turning the metal dumpster into a swimming pool. By the time the firefighters had finished the job, our hero and his trusty sidekick were getting some serious DIVO counseling.

Scene 6: The end.

This incident, like most mishaps, had plenty of contributing factors. Our hero did not follow his LPO's instructions in

the vain hope of speeding up the job. PO2 Pyro blatantly ignored his tasking orders by taking a series of shortcuts around safety instructions and common sense. A task briefing would have outlined the task requirements much more clearly. Better supervision would have kept our stalwart heroes' actions in check.

Last, but not least, PO2 Pyro should have picked up a smattering of common sense from somewhere during his Navy career. PO2 Pyro would greatly benefit from extensive refresher training on operational risk management, especially that bit where one asks, "What's the worst thing that can happen if I do this?"

The worst didn't happen ... this time. But there will be more lapses of judgment. Somewhere, sometime, another Sailor will cross over into ... *The Logic-Free Zone*.

Cue theme music. Music and picture fade out.

Mr. Mapp is a safety specialist at the Norfolk Naval Shipyard and a regular contributor to Naval Safety Center publications. His "Viewpoints" appear in Sea Compass magazine.

PREPARING FOR A GOOD HUNT

By Gunnery Sgt. Amber Allison

Hunting season has always been a popular American event, whether for sport or for food. The transition time from summer to fall activities is often abrupt, leaving little time to prepare for a safe and enjoyable hunting trip.

Whether you are an experienced hunter or new to the sport, it is always a good idea to take a hunter's safety course or a refresher course. It is also a good idea to go to an indoor range or a skeet range for the dual purposes of function checking the firearms and to regain familiarity of shooting with your rifles or shotguns.

If you plan to hunt on Naval installations, there will be a new requirement to show proof of completion of the personal firearms safety course available on NKO

▶▶ **Hunting Facts:** Why wear orange clothing? Deer don't have the red cone cells in their eyes to see orange and red. Therefore, a deer's eyes see oranges and reds as shades of greens and browns. However, you will be very visible to other hunters if you chose to wear "hunter's orange" clothing.

(Catalog number/Course ID: CSF-PFS-010). Training is still optional but recommended for firearm owners. Mandated training will be directed in the next revision to the Navy Recreation and Off-Duty Safety Program (OPNAVINST 5100.25B).

Everyone in your hunting party, especially beginners, should review the following precautions. Post these where they are readily accessible to hunters.

- Avoid alcohol or other mood-altering drugs before and especially during active hunting.
- Never climb a fence or a tree, jump over a ditch or log with a loaded firearm.
- Never point a firearm at anything you don't intend to shoot.
- Control the direction of your firearms muzzle.
- Identify your target and what is beyond it.
- Be sure there are no obstructions in front of or inside of the muzzle.
- Never shoot at a flat or hard surface.
- Ensure you have the proper size ammunition for your firearms.
- Unload all firearms when not in use.
- Treat every firearm as if it were loaded.
- Store firearms and ammunition separately in locked compartments.

Gunnery Sgt. Allison is an explosives and weapons analyst in the Shore/Ground Safety Programs Directorate.

RESOURCES

International Hunter Education Association ▶ www.ihea.com

Army Web Fire Arms Safety ▶ <https://safety.army.mil/firearm-safety>

Hunter Safety Course with Online Exam. Get Your Hunting License or Certification.
▶ www.hunter-ed.com

Oakland County Michigan Sheriff's Department. Click on "Staying Safe While Hunting" podcast link.
▶ www.oakgov.com/sheriff/safety_tips/hunting.html

Bass Pro Shops Video Library. Go to the OutdoorSite Library Section on the bottom section of the home page. Click on "Video Library." It will take you to their OutdoorSite Library, which includes a robust collection of hunting categories.
▶ www.basspro.com



HUNTING SEASON CHECKLISTS

PRESEASON CHECKLIST

- Buy hunting licenses
- Get permission from landowners
- Take hunter-safety courses
- Preseason scouting
- Get physically fit
- Sight-in rifle
- Schedule vacation time
- Vehicle maintenance
- Camp repair
- Purchase/reload ammunition

18 THINGS TO PUT IN SURVIVAL KIT

- 2 band-aids
- Peroxide swabs
- Iodine swabs
- 1 triangular band-aid
- Small bag with 10 bouillon cubes
- Water-purifying tablets
- Matches in a water tight bag (Ziploc bags work great)
- 5 feet of aluminum foil folded tightly
- Small knife
- Hot Sparks kit in case you run out matches
- 1 fire-starter stick
- Small strip of marking tape
- Salt
- 2 survival candles (emergency candles)
- Assorted hooks
- 20 feet of fishing line
- Assorted split shot
- 2 or 3 spinners or small lures

You should be able to fit all these items in a small, watertight container – 3" x 6" long – made of plastic or light metal. It should be able to hold water and also keep supplies dry, such as a small coffee can.

PERSONAL CHECKPOINTS

- Prescription medicine
- Wallet with ID money and credit cards
- Keys to camp, gun cabinet, and extra vehicle keys
- Leave details of your hunting itinerary with your family
- Cellular phone if possible

FIELD GEAR AND ACCESSORIES

- Knife sharpened
- Flashlight and batteries
- Drag rope
- License and holder
- Pencil string or plastic tie down for tagging
- Field-dressing kit
- Compass
- Topography map
- Masking scents
- Deer/turkey calls
- Water bottle
- Thermos
- Survival kit (see separate listing)
- First-aid kit
- Whistle
- Hunter's seat cushion
- Tree stand (with safety belt)
- Hand warmers
- Daypack with lunch and snacks

CLOTHING CHECKLIST

- Check weather report for proper attire
- Hat (fluorescent orange)
- Coat
- Jacket
- Vest
- Pants
- Shirts
- Sweater
- Boots
- Extra socks
- Rain gear
- Face Mask

AFTER THE HUNT

- Mail in harvest report card (if you got lucky!).
- Process the game you shot.
- Make Taxidermy arrangements.
- Clean and store all your gear.
- If you hunted on private property, share your harvest with the landowner and send the landowner a thank-you note.



U.S. Navy Photo

COMBATING

Safety Fatigue

“During periods of high operational tempo, we increase the number of safety meetings, standdowns and anything else related to safety, to place emphasis on risk reduction. Just as an adolescent teen can tire from overbearing parents, young Sailors and Marines can tire from the unimaginative and repetitive safety message. This causes the message we send to become watered down and useless.”

By Lt. Cmdr. Michael Witt

A widely known statistic states that we injure and lose more shipmates from self-inflicted actions than from enemy actions. This is a statistic we can certainly work toward improving upon.

Military personnel who drive under the influence of alcohol unnecessarily increase risk within our organizations and commands. By making poor decisions, we unnecessarily increase aggregate risk across the Navy and Marine Corps. Since the goal of risk management is to eliminate unnecessary risk, leaders should strive to influence their people to make smart decisions, which will ultimately contribute to this elimination.

One problem is that commands within the Navy can be subject to “safety fatigue.” By this, I am not referring to incidents caused by fatigued individuals, but rather a “watering down” of our overall safety training effort. During periods of high operational tempo, we increase the number of safety meetings, standdowns

and anything else related to safety, to place emphasis on risk reduction. Just as an adolescent teen can tire from overbearing parents, young Sailors and Marines can tire from the unimaginative and repetitive safety message. This causes the message we send to become watered down and useless.

We can do something to combat this. What leaders and safety professionals could do is present safety information in new and creative ways. Essentially, we need to make safety training fun and interesting. This article describes a seminar I held for our personnel. The seminar presented a different way of looking at DUI convictions, by combining personal stories, economic theory, games, and financial lessons. This combination was effective, and feedback was highly positive.

Economic theory suggests that rational people make rational decisions. A rational decision is one a person makes when the expected benefits outweigh the expected costs of that decision. DUIs are expensive, everyone knows that. An E-4 in my command was charged with a DUI offense and the total cost to him was \$17,300. This is a bit higher than the cost to a civilian, because military members receive punishments under both the Uniform Code of Military Justice (UCMJ) and the civilian court systems.

So if people are rational and a DUI conviction is extraordinarily expensive and dangerous, why would one choose to make what seems to be an irrational decision? My theory is that they are making a rational decision, but it is based on incomplete information and a misunderstanding of potential consequences.

According to the National Highway Traffic Safety Administration, the average person charged with a DUI offense drives legally drunk 87 times before getting caught. At first glance, that number appears to favor those who choose to beat the odds, as statistically, one could drive drunk every weekend for over a year before getting caught. Of course this information does not present a complete picture of the hazards of

driving under the influence, but some of our Sailors and Marines continue to make poor decisions based on incomplete facts such as this one.

We do a fine job spreading the message that DUIs are dangerous, expensive, and detrimental to careers. The question is whether the message we spread encompasses all the information that will help create a complete picture of the consequences involved. If the result of being convicted of a DUI is a total \$17,300 fine and the odds of getting caught are 1:87, then each time that driver drives impaired, he or she is paying a fine of \$198.85 (\$17,300 divided by 87). Some will be caught driving impaired the first time, so the cost of that drive was the full \$17,300. Some may be caught after the 200th drive, so the cost of each of those drives was \$86.50.

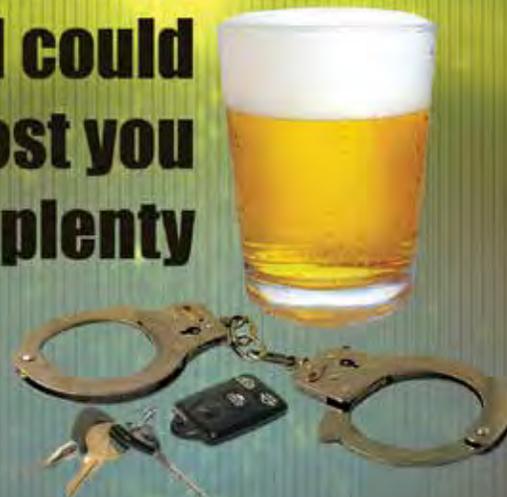
Ultimately if someone chooses to drive while under the influence of alcohol, he or she will eventually be caught. Some will be caught the first time, some on the 200th, but on average, each offender will be caught on the 87th drive. By comparing these per-drive costs to the cost of a cab ride, it can be clearly shown that drinking and driving is not just potentially extremely dangerous, but is also always a poor financial decision. To help explain this, I developed two games as part of a "Making Smart Decisions" seminar.

The first was modeled after the television game show "The Price is Right." I listed five items commonly purchased by Sailors: A pack of cigarettes, an XBOX video game, a Monster Energy drink, a dinner and movie tickets for two, and "Driving after a few beers, getting home safely, and not getting caught."

The group correctly priced four of the typically purchased items, but the average response for the drive was about \$20, which is the cost of the drinks and the gas to get home. The group was then to sort these items from least to most expensive. All participants voted to put the drive toward the cheaper side of the list. I then showed the cost and odds of getting caught for committing a DUI offense, and showed that the per-drive cost is \$198.85 (again, \$17,300 divided by 87), making it the most expensive item on the list.

The second was a casino game, similar to roulette. At "my" casino, the wheel had 87 slots. Eighty-six of these slots had positive (I pay you) \$20 written on them, while one slot had negative (you pay me) \$17,300 written on it. I asked the crowd if they would play this game if it was in a casino they visited. No one raised their hands. The \$20 is the cost of a cab ride, the \$17,300, is the cost of a DUI conviction. These odds

Your first DUI could cost you plenty



Costs Associated With a First DUI*

Towing f ee	\$100 - 1,200
Impound (per day)	\$75 - 150
Court Cost	\$75 - 200
Defense Attorney	\$1,000 - 5,000
Bail f ee	\$150 - 2,500
f irst Conviction f ine	\$250 - 1,200
Jail f ee	\$10 - 50
DUI Treatment Program	\$150 - 2,000
Ignition Interlock Rental	\$700 - 1,700
Auto Insurance Increase	\$500 - 1,500
l icense Reinstatement	\$100 - 200
TOTAL	\$15,700

*These costs are for general illustration only. Actual charges may vary by state.

Driving Under the Influence

Indirect Costs

Beyond your wallet, the long-term effects of DUI may include loss of freedom, property damage, potential job loss, broken relationships, serious injury, lives lost, criminal record.

The Law

l egal drinking age: 21 years

l evel of blood alcohol content or BAC: .08 (DUI)

Driver's License Penalties for DUI

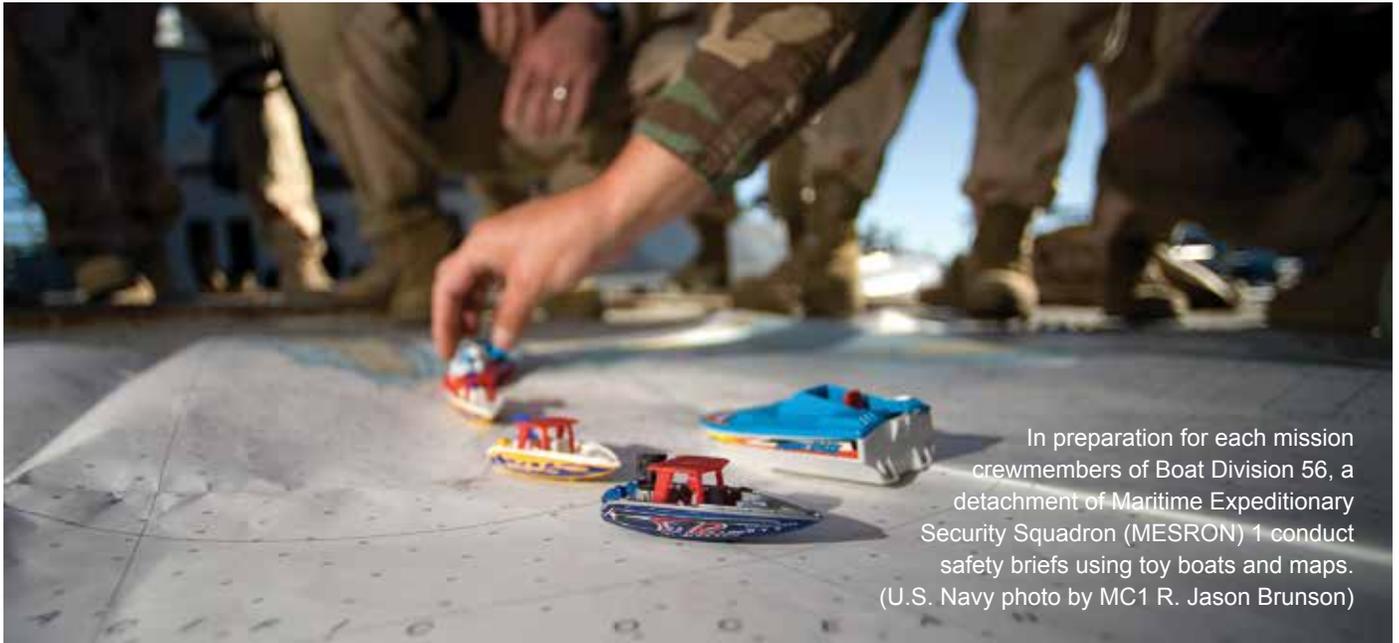
BAC of .08 or greater: automatic 6-month suspension.

Refusal to submit to any chemical testing (breath, blood and/or urine testing): 1 year automatic suspension for the first refusal and 18 months suspension for the second or subsequent refusal.

Lives at Stake

In 2010, 10,228 people died in drunk driving crashes — one every 52 minutes — and 345,000 were injured in drunk driving crashes.

National Highway Traffic Safety Administration FARS data, 2011.



In preparation for each mission crewmembers of Boat Division 56, a detachment of Maritime Expeditionary Security Squadron (MESRON) 1 conduct safety briefs using toy boats and maps. (U.S. Navy photo by MC1 R. Jason Brunson)

are terrible and are the same odds one accepts when choosing to drive under the influence of alcohol. I also showed the value of the cash at 20 and 40 years, had it been placed instead in say, a Thrift Savings Plan account. The value amounted to \$80,635 and \$375,834, respectively. This was added to put the long-term financial implications into perspective.

The “Making Smart Decisions” seminar also included a story shared by the E-4 mentioned previously who was convicted of a DUI offense a few months prior. His career was off to a very promising start, but was stopped short after his arrest. He is lucky his life was not shortened as well. He described to the attendees that he knew right away on the evening he was pulled over that he had made a poor decision to drive. He also explained that in the aftermath, the fallout that proved most detrimental to his life was the loss of trust and respect from his subordinates, peers, and leadership. This Sailor chose to share his story to help prevent someone else from making the same poor decision.

Now that we have established that with complete information, driving after drinking alcohol is not a rational decision and that the benefits do not outweigh the costs, it is absolutely clear that using a designated driver or taking a cab is the correct decision to make.

We, as leaders, must do a better job informing our Sailors and Marines of this fact. Everyone already knows DUIs can kill or cause great damage to property and people. Everyone also knows that the chance of this happening is actually fairly small. What is not small

An E-4 in my command was charged with a DUI offense and the total cost to him was \$17,300. This is a bit higher than the cost to a civilian, because military members receive punishments under both the Uniform Code of Military Justice (UCMJ) and the civilian court systems.

and not typically understood is that your chance of a conviction is 1:87 and the per-drive cost you pay to drive home drunk is \$198.85.

Our Sailors and Marines are bright and, for the most part, much more responsible than their civilian peers. We just need to teach them that driving impaired is not a smart decision, as odds are not in their favor. If we can spread these types of creative messages and continue to find ways to clearly explain them, we will see fewer DUI convictions in the Navy and Marine Corps.

Finding fresh ways to present decision making, safety, and risk management subjects as described above is a start. I challenge you to put your own spin on the examples provided and share your lessons learned. We owe it to our Sailors, shipmates and loved ones as it may save a career or someone’s life. ■

Lt. Cmdr. Witt is the VFA-22 safety officer.

This is the first in a series of articles covering Lt. Cmdr. Witt’s “Making Smart Decisions” seminar. — Editor



1,000 Days DUI-Free

It Could Happen Any Friday Night

Photo courtesy of VAW-112

Petty Officer Brown goes out to a sports bar to watch a Friday night fight. He and his buddies hang out, knock back a couple beers and eat some wings. Afterward, he decides to drive home. After a long week, he just wants to get some rest. Along the way he hears sirens and sees flashing lights in his rear view mirror. He hadn't intended on being out late or doing anything wrong, but nonetheless finds himself in the back of a police car after failing a field sobriety check. Despite of his innocent intentions, Petty Officer Brown had violated the Navy's zero tolerance policy towards drinking and driving. In addition to the civil repercussions of his mistake, his once-promising Navy career is in jeopardy. He could be facing Disciplinary Review Board, Executive Officer Inquiry and Captain's Mast. His shipmates in the work center would be forced to compensate for the work that he can no longer accomplish. His entire command would suffer from the loss of his contributions.

By Lt. Jim Foss, VAW-112

It is personal and commandwide hardships like the scenario above that the Navy is trying to prevent through its organizationwide support of responsible alcohol use. The "Golden Hawks" of VAW-112, stationed at Naval Base Ventura County in Point Mugu, Calif., has embraced this culture effectively. On Aug. 6 the squadron marked its 1,000th consecutive day without an incident of drinking and driving. The command's success can be attributed to its aggressive implementation of programs that the Navy currently endorses.

All Sailors that check in to the squadron receive either Alcohol and Drug Abuse Management Seminars (ADAMS) or Alcohol-Aware training depending on their pay grade. Therefore, every Sailor knows what is expected of them with regards to alcohol-related behavior. Furthermore, the training is periodically repeated when the squadron leadership feels it is appropriate, such as prior to major squadron movements. The classes are not treated as punishment or held as lectures, but rather used interactive sessions that foster a sense of mentorship and guidance.

The command DAPA during this streak, ATC (AW/SW) Jayson Okamura discovered that in this setting "Sailors find themselves comfortable enough to speak freely concerning their personal experiences of alcohol abuse, and how this has negatively affected them personally and professionally." The presentation

emphasizes not only the disciplinary and financial effects of alcohol-related offenses but also emphasizes how a single poor decision can affect their division, squadron and family.

Responsible drinking is routinely discussed in other venues, including divisional quarters, duty section musters and daily maintenance meetings. The squadron leadership does not preach abstinence from alcohol, but instead focuses on Sailors making good decisions, planning ahead and looking out for one another.

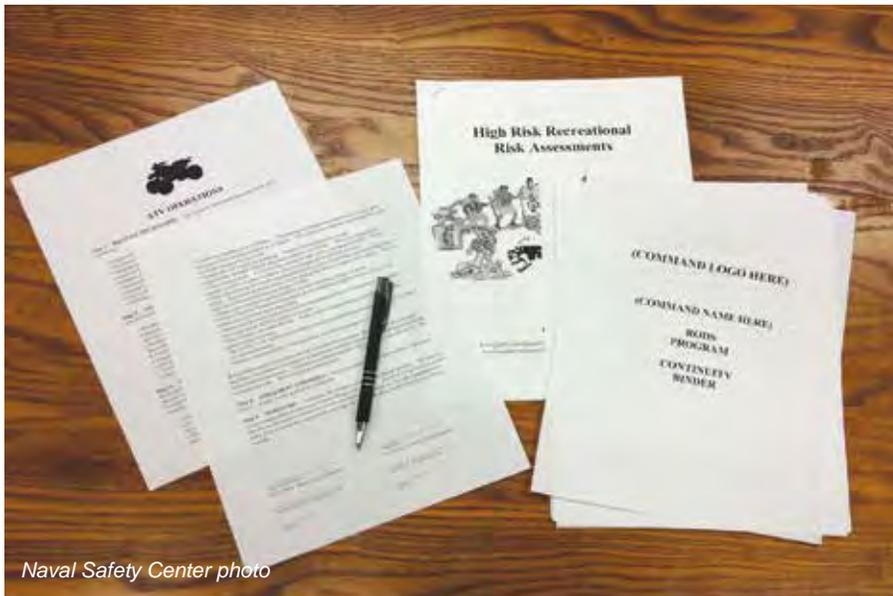
"It is truly a momentous achievement, not just for VAW-112 Sailors, but also for every person and organization who have dedicated their lives to helping reduce the epidemic of drinking and driving," said Cmdr. Aaron Brodsky, VAW-112 Commanding Officer. The metric of days DUI free is one thing; the number of lives and careers saved is another metric entirely."

The momentum of 1,000 Days DUI further solidifies the squadron's pledge to responsible drinking; nobody wants to be the one who breaks the streak.

During his remarks recognizing the squadron's achievement, Capt. Dell Bull, Commander, Carrier Air Wing Nine, urged the Sailors to continue setting the example, "Continue to press upon those values and reflect on what 1,000 days DUI-free means to our nation's readiness and the prevention of accidental death of those we're sworn to protect."

Lt. Foss is the public affairs officer for VAW-112.

The Binder That Keeps Them in Check



Naval Safety Center photo

Naval Special Warfare has approximately 8,900 total personnel, including more than 2,400 active-duty special warfare operators, known as SEALs, 700 special warfare boat operators, also known as special warfare combatant-craft crewmen (SWCC), 700 reserve personnel, 4,100 support personnel and more than 1,100 civilians.

The customizable binder includes high-risk recreational assessment and acknowledgment forms that both member and supervisor must sign.

To protect its personnel from harm when off duty, Naval Special Warfare (NSW) has developed a command-sponsored recreation and off-duty safety (RODS) continuity binder that includes checklists for high-risk activities. Component commands can customize this binder with their logo, command name, designation letter, checklists, acknowledgment forms, and other documents.

Component commands of NSW are responsible for designating RODS program managers/coordinators. In addition to implementing the command-sponsored program, they are responsible for investigating and reporting all RODS-related mishaps. They must also ensure supervisors incorporate the principles of operational risk management (ORM) into all Navy-sponsored recreation programs and activities.

Managers must identify personnel who engage in high-risk recreational activities while off duty and ensure compliance with personal protective equipment requirements, where applicable. The ultimate objective for NSW and RODS program managers is to ensure individuals who participate in potentially high-risk activities use ORM and are aware of the hazards and are properly trained to identify and mitigate risks for those activities. The RODS continuity binder gives program managers a tool to assist in achieving goal.

This program not only complies with the Navy Recreation and Off-Duty Safety Program Instruction

(OPNAVINST 5100.25B) but also holds NSW and its component commands accountable for controlling risks.

The continuity binder currently covers the following high-risk activities; others may be added in the future:

- **ATV**
- **Boating**
- **Boxing**
- **Bull Riding**
- **Jet Skiing**
- **Motorcycling**
- **Mountain Biking**
- **Scuba Diving**
- **Sky Diving**

NSW has always practiced and stressed risk management for training and operations. Emphasis on the RODS program helps ensure Sailors incorporate risk management into their off-duty recreational activities as well.

To obtain a copy of the RODS Program Continuity Binder, write to daniel.conrady@navsoc.socom.mil.

Reviewed by Daniel A. Conrady, CSS, Deputy Force Safety/Explosives Safety Manager, Naval Special Warfare Command



Have you ever had one of those instances that, in a split-second, changes everything? An event so turbulent, so terrible, and so sad, that it not only makes you angry but alters your life?

By Lt. Cmdr. Dave Williams

It happened to me at 6 p.m. on Oct. 25, 2007. Not only would I be different, but my entire family would be changed. Two very young children would never see their father again. A mother would be forced to assume the role of both mother and father. Grandparents, cousins, uncles, friends, and coworkers would live with memories of a brother, a Sailor, a friend who would never to return.

My brother-in-law was a 29-year-old phenom. Star athlete growing up, tough as nails, and loved by all. He joined the Navy out of high school and quickly made his way up the ranks. He did well during multiple deployments, got married, had kids, bought a home, and became a well-respected instructor. He was setting himself up nicely for a shot at chief. Then everything changed when he decided not to wear his seatbelt.

It is difficult for me to understand why people don't wear seatbelts. I've been wearing mine forever. It is so normal now that I feel uncomfortable in a car without one on. Not just vulnerable but perhaps a bit emotionally uneasy. I shake my head in disbelief when I hear of people being thrown from cars because they

weren't wearing a belt. My car doesn't leave the curb until all riders don their safety belts. How hard is that?

I think people have to learn to not use them — from Dad or Mom or maybe Uncle Bob. You watch them hop in the car and drive off without wearing a seatbelt so you instinctively develop that trait. Sure, back in the day, cars were still only sporting lap belts but times have changed. Cars are safer, restraint technology has advanced, and as a result people are surviving more crashes. However, having a front, side, or curtain airbag is not a substitute for wearing a seat belt.

I won't preach to you about the laws. Most people know what they are. Then again most people know that seatbelts will protect them, maybe save them in a crash, yet some still choose otherwise. It's not hard to do. It just takes a few seconds. Save your family, your friends, and your co-workers the grief of having to bury you. ■

Lt. Cmdr. Williams, a student at the Army Command and General Staff College, Fort Leavenworth, Kansas, is a regular contributor to Naval Safety Center publications. His articles have also been published in Sea Compass magazine.

We Got an Earful and We Hear You!

2012 Motorcycle Safety Symposium Wrap Up

By Don Borkoski, Naval Safety Center

During the past months, Naval Safety Center staff visited numerous fleet concentration areas, interacting with hundreds of leaders, motorcycle riders and Motorcycle Safety Representatives. This was both eye-opening and extremely informative. Many of the policy changes drafted in to the revised OP-NAV INST 5100.12J were a result of symposium comments.

Here are the top 10 issues:

1. Shortage of trainer motorcycles
2. Inadequate communication between riders and their command
3. Lack of support for training by command middle management
4. Need for more advanced-level training
5. Desire for a classroom MSR course
6. Improvements to ESAMS
7. Need for dirt-bike and 3-wheeler training
8. Rider groups, clubs and mentors need encouragement
9. Extreme rules from command leadership driving riders "underground"
10. Inconsistent policies for base access

we're working to improve policy, training delivery, command involvement and funding. Some areas will take time to improve, but many were immediately corrected.

The visits shed light on the biggest hindrance to process improvement: Communication. This is a common area of weakness, and all stakeholders must make improvements.

- ▶ **Region Commanders** are encouraged to standardize base-access rules between installations.
- ▶ **COs and OICs** are required to train their riders, appoint an MSR and support mentorship.
- ▶ **Safety managers** must schedule quarterly motorcycle safety/MSR meetings.
- ▶ **CMCs and MSRs** must work together to identify and train all military riders.
- ▶ **Contractors** are working to adapt training hours to meet local needs.
- ▶ **CNIC** is funding improvements/increases to the pool of trainer motorcycles and motorcycle ranges where needed.
- ▶ **Riders** must help mentor fellow riders, take ownership of their own risk management, and get trained.
- ▶ **Naval Safety Center** will:
 - Conduct regional quality-assessment visits to work with the enterprise in order to improve/adapt training, awareness, and policies.
 - Improve the rider-related content on the NSC website.
 - Communicate more effectively with stakeholders.



Senior Motorcycle Safety Foundation instructor Wendel Dunn gives instruction to riders during the hands-on range session of the Military Sport Bike Course at Fleet Activities Sasebo. (U.S. Navy photo by MC2 Joshua J. Wahl)

- Work with other services to standardize installation access and training delivery.
- Publish statistical data to help identify areas needing improvement.
- Work with national agencies and businesses to improve the safety of motorcyclists.

Riding a motorcycle continues to be one of the most dangerous activities our personnel do in their lifetime. Riders must personally manage the risks and exercise self-control. Failure in either area can be deadly. While riding is a personal choice, commands must be involved to make sure their riders are trained because training has proven to be the most effective method to reduce motorcycle mishaps. The injuries and losses of military personnel from motorcycle mishaps have a significant negative impact on readiness. The personal trauma and tragedy are paramount, of course, but there are also extremely high financial costs both to the military, to the victims and to their families.

Food for Thought

The safer automobiles become, the more dangerous the roads become for riders because of driver complacency. Motorcycles are often not seen by drivers of 4-wheel vehicles; riders must assume responsibility for staying out of harm's way or positioning themselves to be seen. Most riders involved in mishaps had not completed the required training. Personal protective equipment always reduces injuries in survivable crashes. Trained riders are much more risk aware on the job and in other vehicles. Commands with the most untrained riders generally had not corrected training-availability issues. It's not an accident that commands with leadership involvement have the least mishaps.

Mr. Borkoski is a motorcycle safety specialist in the Shore/Ground Safety Programs Directorate.

For the Love of



What is it about motorcycles? You wake up early on Sunday morning to ride to a parking lot. You meet a dozen or so other riders who are all there because of the same impulse. For some of us, it's a hobby — defined as something that takes up all of your time, love and, most of all, your extra cash. For others, it's a way of life.

Riding



The author at Miller Motorsports Park, Utah, where he attended the California Superbike School two-day training camp. (Photo courtesy of the author)

By Mario R. Diprete

I love motorcycles. I'm one of those whose head turns in an instant upon discovering anything on two wheels with a motor larger than 50cc. Those who ride can relate. My friends say it's a sickness. I say it makes me who I am. My bikes — yes, I have more than one — keep me grounded. Without them, I feel disconnected. Even though something basic links all riders together, as many different reasons exist for riding as there are riders.

For me, nothing compares to moving through the air on a well-made machine, taking in the passing scenery. The rush of the morning chill. The magnificent sight of the sun rising off the coast while riding down the eastbound lane of Hawaii's Highway 3. The smell of freshly cut grass, fragrant tropical flowers and the salt air of the Pacific. No worries, just the wholesome pleasure of the ride. Most of the time, it doesn't matter where, just as long as the road is open.

People rarely are neutral in their opinions about motorcycles — they either love 'em or despise 'em. That's where we, as motorcyclists, need to do our part as ambassadors of our sport, hobby, lifestyle, sickness, or whatever you want to call it. You don't ride a motorcycle if you want to remain invisible. You also have to be willing to accept the many variables and consequences of riding. You have to learn the basics, make mistakes (not too serious, if you're lucky), and then learn from them. You'll go on lots of rides alone, with good friends, and, occasionally, with near-strangers. All these things will help you discover a very different world of riding.

I spend the week eagerly waiting for the early weekend mornings. Sometimes I don't sleep well the night before. I guess it's because of the anticipation of what the next morning's ride will bring. When setting up rider courses at the Marine Corps Base Hawaii Safety Center, I try to display this enthusiasm.

Keep in mind that my intentions are not to promote motorcycling but the positive attitude toward the responsibility we have. I remind those who ride to conduct themselves in a manner that leaves an acceptable impression, for we are all judged as a whole out on the roadway. It's truly a pleasure to be with those who attend these sessions.

A large percentage of riders are young and eager. Many immerse themselves in the concepts and principles of sound riding. With this cooperative relationship, mutual goals are shared, and only positive results can come from it. Life only can get better. It certainly has for me.

Riding a motorcycle makes me feel many different things: power, elation, peace, happiness, and tranquility. Sometimes, it happens all within the same five miles.

Ride well. ■

Mr. Diprete, a safety specialist in the Base Safety Directorate, Marine Corps Base Hawaii, has written for other Naval Safety Center publications.

'TIS THE SEASON

By Stan Willingham, Naval Safety Center



U.S. Navy photo by MC3 Lawrence J. Davis

Once we get past the month of October, the holidays will be approaching fast. Many have plans to drive long distance to be with family, decorate homes, cook elaborate meals, and celebrate with friends. Here are some tips for a safe and enjoyable holiday celebration.

HOLIDAY DRIVING MISHAPS

As soon as the liberty season begins, motorists pack the highways. That means increased risks to manage. Some common causes of holiday driving mishaps are:

Speeding: Is there a need for speed? Driving 10 miles over the speed limit may get you there faster, but at what cost? Speeding mishaps frequently occur on local roads where variables such as curves, intersections, steep grades, and blind spots can impair situational awareness.

Distractions: Any activity that could divert a person's attention away from the primary task of driving endangers driver, passenger, and bystander safety. These distractions are: texting, using a cell or smart phone, eating/drinking, talking to passengers, reading maps, adjusting a radio/CD player, or using a navigation

system. According to the U.S. Government Website for Distracted Driving, text messaging is by far the most alarming distraction.

Unbuckled Motorists: We all know that a seat belt is the single most effective means of protection in a crash. Don't use the excuse that you're only driving a short distance or that you're wearing bulky winter clothes. Not only it is the law, but it prevents ejection during a crash, spreads out force of impact, and reduces injuries or fatalities by 40 percent.

Fatigue: Whether you find yourself driving at 2 a.m. or 2 p.m., your situational awareness and reaction time will depend on your body clock. Know the signs of fatigue before it's too late: burning eyes, heavy eyelids, inability to focus, and constant yawning. To avoid all of these, get regular sleep before hitting the road. Once you recognize the signs of fatigue, get off the road and rest. Avoid driving between midnight and 6 a.m. If you stay awake for 17 hours straight, you're as impaired as if your BAC was 0.05.

Alcohol: "One more for the road" could put you on the road one last time. Unfortunately, with celebrations all around us, avoiding alcohol takes a lot of control.

Take time to enjoy the winter break and avoid holiday mayhems.

If you must drink, let someone else drive or drink in moderation and wait until you're sober.

OTHER HOLIDAY MAYHEMS

It's likely you will want to impress family and friends with your culinary abilities or home decorating savvy during the holiday season. Knowing what to do is as important as knowing what not to do.

Food-borne Illnesses: There's nothing more inviting than a honey-glazed oven roasted turkey waiting for you at the buffet spread. Don't spoil anyone's enjoyment by making them sick. Yes, good ol' germs are alive and well even if your turkey is all dressed up for serving.

Some proven tips to keep in mind while preparing:

- Thaw turkey in refrigerator by weight (8-12 pounds, 1 to 2 days; 12-16 pounds, 2 to 3 days; 16-20 pounds, 3 to 4 days; 20-24 pounds, 4 to 5 days).
- Use separate cutting boards and utensils; if using one cutting board, wash often in hot soapy water.
- Cook turkey and stuffing separately; 165 degrees (F) indicates doneness.
- Store leftovers quickly and properly.
- Ensure chilled foods are properly stored and handled.

Injuries and Fatalities: If you must decorate and use tools to get the job done, remember to take the right precautions so you can stay out of the emergency room and make sure your holiday season remains a happy celebration.

The National Safety Council lists these as causes of injuries and fatalities during the holidays:

- Falls
- Candle-ignited home fires
- Unintentional poisoning
- Overexertion

Mr. Willingham is a safety and occupational and health specialist in the Occupational Health and Industrial Safety Directorate.



U.S. Navy photo by PHAN Thomas J. Holt

Culinary Specialist 1st Class Mila Thomas carves the roast beef for Thanksgiving dinner aboard the Nimitz-class aircraft carrier USS *Ronald Reagan* (CvN 76) Below: U.S. Navy Personnel Specialist 3rd Class Stephanie Burton, assigned to the guided missile destroyer USS *Fitzgerald* (DDG 62), decorates the command's Christmas tree.



U.S. Navy photo by PH2 Crystal Brooks

RESOURCES

Travel Risk Planning System (TRiPS) ► www.public.navy.mil/navsafecen/pages/ashore/motor_vehicle/trips.aspx

Centers for Disease Control and Prevention Holiday Safety Tips ► www.cdc.gov/family/holiday/

National Safety Council ► www.nsc.org/safety_home/SafetyObservances/Pages/HolidaySafety.aspx

U.S. Government Website for Distracted Driving ► www.distraction.gov

Consumer Reports ► <http://news.consumerreports.org/cars/2011/09/how-to-minimize-distracted-driving.html>

Shipmates Helping Shipmates



Fit. Able. Ready.

CSADD



U.S. Navy photo by MC1 Anastasia Puscian

Coalition of Sailors Against Destructive Decisions

“Making good decisions - and Sailors encouraging their shipmates to make the right choice - is critical to Sailor and fleet readiness.”

- Chief of Naval Personnel Fleet Master Chief (SW/AW/SCW) Scott A. Benning

Sailor Readiness = Fleet Readiness

www.public.navy.mil/bupers-npc/support/csadd