



Admiral's CORNER

FROM COMMANDER, NAVAL SAFETY CENTER



Taking Charge of Safety

I recently assumed command of the Naval Safety Center. I'm as proud of maintainers as my predecessor, RADM Mayer, who praised you in his farewell message. I think you'll find that I'm straightforward and will work hard to keep you safe on and off duty.

My philosophy is simple: All Sailors must do their part to improve safety and reduce mishaps. Everyone needs to take charge of safety. You need to determine what's acceptable in your command, and then hold one another accountable. We need engaged leaders and supervisors.

I picked up a theme over the years, "Reward the stuff you want to see, and punish the stuff you don't want to see." Think about those words. You'll see that small rewards for good safety practices will eliminate or reduce the need to punish bad performers.

Over the next few months, you'll see or hear about a virtual advisory board that I want to set up. That's where Sailors around the fleet can provide feedback to help me and my staff with new ideas, projects and programs.

My goal over the next few years is to produce a world-class safety organization—not just at the Naval Safety Center, but collectively around the fleet. I need your help, and maintainers have been great over the years at figuring out how to make good things happen. I need you to continue your safe maintenance practices and to help us prevent mishaps.

RADM Artie Johnson

Injuries and Damage Affect Readiness

By Dan Steber

In this issue, we are featuring stories about injuries and damage around the fleet. We've known for years that injuries and damage have cost us a lot, but I was a little surprised to see the real numbers. Here's an example of the data from 2001-2007:

Injury Codes

A = Fatalities	5
C = PPD (permanent partial disability)	15
D = Greater than 5 lost workdays (LWDs)	90
E = 1-4 lost workdays (LWDs)	82
F = First aid	243
M = Less than 1 lost workday (LWD)	177
Total lost workdays (LWDs)	2,999

These numbers are surprising for a couple of reasons: They're large (almost one and a half injuries each day), but the numbers are not accurate. We know they are underreported, and the real number is higher.

The dollar cost for maintenance-related mishaps doesn't match that of aviator-related ones, but it's not "chump change." A review of the mishap database shows more than \$10 billion since 1980 (start of the database) for aviator-involved mishaps and more than \$2 billion with maintenance-related causal factors. Aircraft damage also costs us readiness because we can't use assets when damaged and workload increases, reducing time to work on other gripes.

Injuries 2001-2007

Year	IC-A Fatals	IC-C PPD	IC-D >5 LWD	IC-E 1-4 LWD	IC-F First Aid	IC-M <1 LWD	Totals
2001	2	2	12	5	47		68
2002	2		15	2	60		79
2003			24	8	71	1	104
2004	1		8	19	22	29	79
2005		7	18	20	19	58	122
2006		4	11	14	12	55	96
2007		2	2	14	12	34	64
Totals	5	15	90	82	243	177	612

Lost Work Days

Year	Totals
2001	521
2002	605
2003	657
2004	189
2005	755
2006	239
2007	33
Totals	2,999

Money is part of the concern, but safety is the overriding issue. A dead Sailor or Marine can't launch aircraft. A person with a permanent disability can't fix aircraft. An injured worker leaves a void at the command. Fewer able-bodied workers means more work and a higher chance for error in the jobs that are completed. The cost of replacing talented and trained maintainers is great. Most importantly, none of us wants to lose a shipmate and friend or to see one injured.

A pet peeve of mine is falls from aircraft. Every maintainer knows that working on top of an aircraft has the potential for injury. How many take the threat seriously. I spent a bit of time as the maintenance chief of CVW-8 chasing people off aircraft because they were working without cranials or uncinched chin straps. I've seen photos on the Navy NewsStand that show maintainers working their tails off, but not following good maintenance practices: no cranials, no goggles, unstrapped chin straps, and countless other violations. It's too late after the fall to protect yourself.

Sea&Shore magazine's fall 2007 issue has an excellent study of falls in the Navy. It covers more than aviation-related cases, but it's interesting nonetheless. In this issue, we share a terrible fall from a work stand, and a lesson that you always should wear a cranial.

In this issue, I've included charts on injuries and lost workdays, and *Mech* shares stories about injuries that happened during simple maintenance. A common thread is that they all could have been prevented. These lessons serve to keep other maintainers from learning the hard way. ✦



TRIPS

Just think of it as insurance that
your road trip will be a round trip.

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