

# Best Practices

## "SEA" Program Tackles a Tough Issue

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The end of deployment signals a glad time for Sailors, a return to families and familiar off-duty pursuits. It also signals a time of increased risk when Sailors get behind the wheel.

A DUI-prevention initiative undertaken by the *Theodore Roosevelt* Carrier Strike Group (TRCSG) documented that the first 48 to 96 hours after return to homeport were the most critical time. What was needed was a better way to identify high-risk personnel and better prepare them for their return. The result was SEA: Sailor Excellence Ashore.

To plan SEA, TRCSG created a strategy cell, including commanders, CMCs, planners, chaplains, psychologists, safety officers, training officers, security officers, NCIS, JAG, financial specialists, and database programmers. Goals included finding an alternative to the traditional "one size fits all" end-of-deployment training and offering focused mentorship, continued training, and other positive experiences during the entire sustainment period of the FRP.

SEA is based on a computerized survey that attempts to identify high-, medium- and low-risk Sailors in a variety of risk areas. Workcenter mentors assist in filling out and checking the assessment to encourage accuracy, and also provide their own independent assessment of which category is the best fit for each Sailor.

As a metric, the strike group uses DUI incidents per 10,000 "Sailor-days," which are days when a TRCSG Sailor is in a position where he or she could experience a DUI (in other words, not underway or on TAD). The baseline metric of previous returning strike groups was 0.58 DUIs per 10,000 Sailor-days. Upon completion of this focused training and returning to home port, the rate was reduced to .29 (through July 14, 2006). Only two Sailors in TRCSG, who were

identified as high-risk in alcohol awareness and who received the specified training and mentorship on the way home from the Med, had DUIs.

The goal is to inculcate the SEA program into daily processes. The database now contains 5,000 to 6,000 personnel. Units continue to assess new Sailors and update the risk category of previously surveyed Sailors because of new incidents or life changes (for example, if they bought motorcycles or got married).

ComCarStrkGru Two requires those who have a DUI to complete a full analysis of the incident once any appropriate NJP is complete, both for the deterrent value and for the benefit of continuing to learn more about ways to enhance the program.

In an April 2006 progress report, ComCarStrkGru Two, RADM James A. Winnefeld, Jr., wrote, "Remember the statistics that gave us our sense of urgency in the first place: a Sailor traffic-fatality rate double the rate of last year, nearly every strike group experiencing a traffic fatality within the first few months of their return from deployment, and a legion of other troubling data." The SEA program, he emphasized, is an important way to "better serve the growth, development, safety, and quality of life of our most important asset." 

*RDML Michael Vitale has assumed command of Com-CarStrkGru Two.*

For more info and background on SEA, visit [http://safetycenter.navy.mil/bestpractices/afloat/TRCSG\\_SEA.htm](http://safetycenter.navy.mil/bestpractices/afloat/TRCSG_SEA.htm). To see a list of all the many different categories of best practices on our website, go to: <http://www.safetycenter.navy.mil/bestpractices/default.htm>.

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