



# “Team Pete” and ORM Are One

*(Editor’s Note: This is the second in a continuing series of commanding officers’ feedback to the Naval Safety Center lauding the benefits of operational risk management. The text below is from a message from USS Peterson commanding officer, Cdr. Scott Anderson.)*

I feel “Team Pete” benefitted greatly from the ORM training received from your team of professionals. The topics of discussion bolstered some of the procedures that we already have in place, and have spawned some new ideas that we have begun to practice. A definite win-win for me.

There are several procedures we practice here on Proud Pete that, if I had the chance, I would stress to other ships on the waterfront. Pre- and post-evolution briefs have provided great dividends with information-sharing and team-building. The evolution team is able to brief the exercise prior to performing, and afterwards discuss how it went, and lessons learned. By doing this, other operators are able to gain information on pitfalls they might not have otherwise heard.

Pre-briefing also provides the team with the ability to plan, brief and execute. By doing this, the team can monitor the progress of the evolution. If the event doesn’t go as briefed, any member of the team has the ability and responsibility to stop it, and then we rebrief the event. I feel this attitude to stop and rebrief when necessary is crucial to the dangerous business we are in.

I hope I’m fostering an environment onboard that allows for anyone—from the linehandler to the OOD—to stop an event if they see something that either does not look right or could cause a mishap. I, along

with this crew, strive daily to achieve an environment that applauds anyone who will say, “Stop.”

One other important mindset we practice is slow. . . slow . . . slow. No points for speed, no winners for fast into the rocks or into another ship. Yes, I’m a destroyer CO who is not in a hurry. Trying to rush evolutions without the proper briefs, or all pertinent information, is inviting disaster. A second critical thing is to always have a way out: teaching our OODs, conning officers, linehandlers, TAOs, gunners, and others to always look for two methods of escape. Planning an escape route will allow them to move the ship or themselves out of danger if necessary.

I cannot guarantee not to be in a Navy Times article or, worse yet, be the CO who writes the letter to Mom, Dad, husband, or wife, because one of the crew is dead. But, I will share with you that I have an HT3 who daily carries a letter in his pocket that I did write to his fiancée as a reminder to obey all the safety procedures the Navy has in place. He committed a serious violation, and, if the fire drill had been real, he would have been dead—his partner, too. So, that night in my at-sea cabin, I penned a letter as if he was dead and gave him a glimpse of his future. He cried when I read it to him.

Admiral, I would like to thank you again for the ORM training your team provided Team Pete. It has enhanced our ability to operate this keeper of peace safely, and will be put to good use as we deploy.

I hope to bring them all home, and shame on me if I did not take the time to slow down and make sure it is safe. ☺