



COMPACFLT

Safety Newsletter

“Mission First, Safety Always”

Key Enablers to enhancing Asia-Pacific Sea Power

- People
- Leadership
- Standards
- Accountability
- Assessment

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COMPACFLT

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Commander's Perspective

While I am pleased with the general downward trend in number of mishaps this past fiscal year, I continue to remain concerned about the all-too-frequent and entirely preventable death and injury due to the misuse of alcohol, irresponsible operation of vehicles, and failure to properly use seatbelts, helmets, and other personal protective equipment. The end of the fiscal year provided us with a particularly tragic example of such a preventable mishap in which four shipmates died in an off-duty automobile accident. We – as leaders are charged to prevent these senseless and costly losses. It is our obligation to instill in those we lead a sense of responsible behavior and sound decision making. Leadership by example, and through service and instruction, are especially important to establishing the culture of risk management upon which mission success and true safety depend. To this end, ADM Nathman at COMUSFLTFORCOM and I are working toward revitalizing and standardizing the Navy's Operational Risk Management (ORM) Program. Ideally, our ORM Program will enable all of us, from E-1 to O-10, to establish and maintain a fleet-wide culture of operational and non-operational, on and off-duty, success that is rooted in risk management. The importance of the effort underway to reinvigorate the Navy's ORM Program was recently high-

lighted in the release of the Department of the Navy Objectives for 2007. Particular emphasis was given to safety and the management of risk “to improve mission effectiveness and to safeguard the people and resources of the Navy-Marine Corps Team.”

I would also like to take this opportunity to remind all that as United States Navy Sailors and Marines, you represent your service and your nation in all that you do. The routine display of responsible behavior and sound decision making not only enhances mission effectiveness and saves lives, it also directly and positively reflects on the important reputation of the United States and our Naval Service. Your words and actions communicate more about who we are as an armed service and as a country than all the ships, submarines and planes that we operate. It is of utmost importance that you strive to always reflect the values that make our Navy and our nation great and that you avoid situations and decisions that can undo important national and international relationships that depend on trust, respect and honorable behavior.

As we progress through FY07 and into the Holiday Season, I expect us all to demonstrate leadership, look after our shipmates and fortify the ORM culture in our Navy. As always, continue to share with us (CPF_Safety@navy.mil) your



ADM Gary Roughead
Commander,
U. S. Pacific Fleet

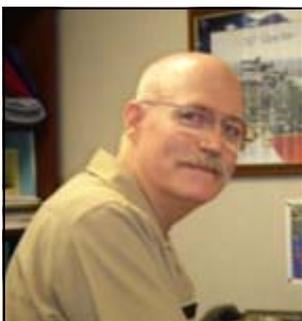


RADM John J. Donnelly
Deputy Commander
U.S. Pacific Fleet

RDML Christopher J.
Mossey
Fleet Civil Engineer
U.S. Pacific Fleet

ideas, innovative efforts, and best practices which protect our shipmates and enhance the ability of the Navy to act as a force for stability the world over. Thank you for all that you do for our great Navy and nation, and sail safe.

G. Roughead
Admiral, U.S. Navy



**CAPT W. R. Kiser, MC,
USN Fleet Surgeon**

“The single most important protection against regular influenza is the annual immunization. This does not protect against the avian flu directly, but does provide a general level of protection that is worthwhile.”

Avian Influenza Q & A with the Fleet Surgeon

World news organizations have been reporting on Avian Influenza (“Bird Flu”) and the threat of a global pandemic for some time now. The Navy, and more specifically, COMPACFLT, has been fully engaged in developing mechanisms that will provide protection to our most vital asset, our people, while still allowing mission accomplishment of enhancing the stability and security of the Asia-Pacific domain. While much of the work occurring in this area has gone on behind the scenes, a dedicated team effort resulted in the development of basic operational concepts for pandemic influenza (PI) preparation and response. The details of the operational concept are captured in COMPACFLT CONPLAN 5003-06, signed by Admiral Routhead on 7 September 2006. As a concept plan, COMPACFLT CONPLAN 5003-06 provides general guidance to numbered fleets, regions and installations intended to assist the development of specific local response plans.

Since there has been much media attention given to Avian

Influenza COMPACFLT Fleet Surgeon, CAPT W. R. Kiser, MC, USN was asked to respond to some general questions regarding this disease and provides the following responses to aid CPF Forces in understanding this disease.

What is avian influenza?

Avian influenza, or “bird flu”, is a contagious disease primarily occurring in poultry. It is caused by a group of viruses similar to those which cause the typical influenza all of us have experience with, but these viruses are primarily adapted for birds. Avian influenza has been circulating for many years and is not a new phenomenon. In domestic poultry, like chickens and ducks, this illness can be devastating, killing a great many birds and sometimes wiping out whole flocks.

If this is primarily a bird disease, why should we be concerned about Avian flu?

While bird flu viruses have been circulating in the poultry population for many years, and are well known to our veterinary colleagues, one particular strain (termed H5N1) has shown an ability to infect humans. At this point, the folks infected with this bird flu virus have all had extremely close contact with sick birds, have eaten undercooked meat from infected chickens or ducks, or have had extremely close and intimate contact with another individual who has been sick with this influenza caused by this virus. These infections have been very severe and have caused death in a high percentage of the humans who have gotten infected.

While thus far the virus has not shown the ability to transmit easily from person to person (like regular influenza can) a

potential exists that it may develop this ability at some point. In case that ability develops we want to be prepared so to minimize impact on our people and on the important missions our people undertake everyday.

How can I protect myself and my family from influenza, Avian or otherwise?

It is important to understand that there is no appreciable risk of getting bird flu at this time without some exposure to sick birds. So one common sense suggestion is to simply avoid places where large numbers of birds, especially domestic poultry, congregate. This means our Sailors and family members in Asia and elsewhere need to forgo trips to poultry farms or to the night market, or any other locations where birds are being bought and sold. Additionally, it is important to make sure that all chicken products intended for eating are thoroughly cooked beforehand--excellent advice to prevent getting several diseases, not just Avian flu.

The single most important protection against regular influenza is the annual immunization. This does not protect against the avian flu directly, but does provide a general level of protection that is worthwhile. Theoretically, the most likely way that Avian Flu will become adapted for humans is when an individual gets infected with regular flu and Avian flu at the same time, and the avian virus takes genes from the regular flu that allows it to spread between humans more easily. That “mixing” can be significantly impaired by immunization that keeps the regular flu at bay. Researchers are working feverishly on developing a vaccine against H5N1. When that becomes



Historical photo of the emergency hospital at Camp Funston, Kansas during influenza epidemic of 1918.

Courtesy of the National Museum of Health and Medicine, Armed Forces Institute of Pathology, Washington, D.C. (NCP 1603)

Avian Influenza Q & A with the Fleet Surgeon (Continued from page 2)

generally available it will become an important tool to protect us against Avian flu. The other protective moves are a mix of common courtesies and personal hygiene. Make sure you cover your nose and mouth when coughing and sneezing. Wash your hands frequently. Avoid placing others at risk by coming to work or going to school if you are sick. All the things that you

learned when you were a kid.

Why is this of concern to PACFLT?

PACFLT takes all influenza seriously. This is why the annual influenza immunization is mandatory throughout the fleet, and why any Sailor reading this who hasn't received their flu shot needs to make plans to do so. We do have some special concerns about

Avian flu, primarily because we do not know how large a threat this will turn out to be. Research is constantly ongoing about this issue. Our planning is designed to protect our Sailors and their families to the best extent possible and we will continue to improve that planning as time and our understanding of this disease progresses.

QUICK QUIZ

Q: Can Antibiotics be used to treat the flu virus?

A: No. Antibiotics are ineffective at killing viruses and are used against bacterial infections.

USS Blue Ridge Liberty Incident Reduction Program

The USS Blue Ridge (LCC 19) implemented a program called Liberty Incident Prevention Program (LIPP) in order to head off any potential liberty incidents before they occur. The way this is accomplished is through a screening process that identifies all E1 – E5 Sailors, then reviews their performance and recent history both at work and on liberty, and assigns a graded liberty risk value of Low, Medium or High.

The Blue Ridge team heading this up developed a matrix and check list to assist LCPO's in identifying at-risk Sailors and where they fall in the program. This data is reviewed weekly by the CMC and each respective departmental LCPO. It is updated via a departmental spread sheet that lists the LIPP and Liberty Card Program status of every E5 and below.

CMDCM(SW) John G. Becker II first implemented the

program while he was the CMC on the USS Fitzgerald. His Chiefs and the Commanding Officer worked countless hours in developing a good product that would work for all Sailors. Part of that product included educating command personnel on identifying what is responsible drinking.

Since reporting aboard Blue Ridge, CMDCM(SW)Becker's departmental LCPO's and new

(Continued on page 4)



USS Blue Ridge uses the LIPP Program to ensure safe liberty periods for personnel



Quick Updates

New Fleet Civil Engineer

RDML Christopher Mossey relieved RDML Gary Engle at a change of command ceremony on 20 AUG 2006. RDML Mossey is the Naval Facilities Engineering Command, Pacific Commander. He also serves as the Commander, United States Pacific Fleet Civil Engineer, with responsibility for oversight of the Fleet Environmental, Safety and Occupational Health, and Theater Assessment Programs. RDML Mossey came to COMPACFLT from NAVFAQ HQ, where he served as the Chief of Staff.

Navy News Service Traffic Video

The Navy News service recently produced a video that provides an insight into shipmate reactions to the loss of one of their own after a traffic mishap.

The five minute video, located at <http://www.news.navy.mil/management/videodb/player/video.aspx?ID=8232> features comments from experts at the Naval Safety Center as well as from first responders who have to deal with the immediate loss.

The sad truth is that the Navy had a tragic FY06 year with a

total of 78 fatalities attributable to private motor vehicle mishaps (PMV). While the numbers alone are disquieting; the human interest story presented in the video is what will strike a chord with sailors.

While we have been making great strides in communicating risk factors to counter these losses, this video's focus on the emotional toll to the crew makes it worth including on the ships internal television scheduling as a means of highlighting the personal toll associated with PMV mishaps.



Navy/Marine Corps News Video captures crew reactions to the loss of a shipmate, including an inventory of personal effects.

Screen shot courtesy of The Navy NewStand website

QUICK QUIZ

Q: When was the Naval Safety Center formed?

A: Their roots can be traced to the U.S. Naval Aviation Safety Center formed in 1951, however when that entity merged with the Submarine Safety Center, New London in 1968, they changed their name to the Naval Safety Center.

“What is your experience level? What’s the experience level of your travel companion?”

“We believe we can only reach our sailors at the point of execution by making safety a value, and by making it personal.”

USS Blue Ridge Liberty Incident Reduction Program (Continued from page 4)

Commanding Officer have made additional improvements to the program which resulted in the program they now use.

Of significance to this program is that if a Sailor starts having issues and becomes a designated “medium” or “high” risk Sailor, he or she must have an approved liberty plan and liberty buddy to leave the confines of Naval Base Yokosuka. This has been crucial in preventing Sailors from having repeat incidents in town.

This additional program provides added structure to the current 7th Fleet Liberty Card Program by controlling who they allow as “liberty buddy’s” for their medium and high risk Sailors as they leave the base. This is the only controlling factor!

As CMDCM(SW) John G. Becker states “A medium or high risk Sailor doesn’t have reduced liberty hours; no one is saying they can’t drink or spend the night out in town.

All we are saying is that based on a Sailor’s past performance, we feel we need to manage whom he/she can go out on liberty with and that we want to know ahead of time what an at-risk Sailor plans to actually do while on liberty.”

For additional information about LIPP or if you would like to have a copy of their instruction please contact CMDCM(SW) John G. Becker II DSN 315 243-6505, e-mail cmc@lcc19.navy.mil

USS John Paul Jones Labor Day Safety Stand Down

USS JOHN PAUL JONES concluded the Pre-Labor Day Safety Stand down with a “live interview” of crew members by the Commanding Officer in front of the entire crew. Each crewmember was asked to think of the most hazardous activity they would be engaging in over the weekend based on the safety information they had just been provided. The CO then asked various crewmembers of all pay grades to describe their planned hazardous activity. Each then stated who they were going with, who

would know their travel plans and how long they expected to be engaged in the activity. The CO asked prompting questions such as “how will you stay hydrated? What kinds of animals present a hazard? When did you last do this? What is your experience level? What’s the experience level of your travel companion?” This live interview process enabled the assembled crew members to think of ideas to build more ORM mitigating factors into their own planned activities. It is impossible to know whether

this evolution saved any lives, prevented any injuries, or stopped anyone from drunk driving, but there were no mishaps over the weekend. The involvement in this exercise assured that all hands thought about the weekend events they had planned and that involvement planted the seed that made personnel take an extra second or two to think about potential risks before jumping into an activity. For further information on this article, please contact LT Lui at ops@ddg53.navy.mil.

VP-47 Promotion of “Safety as a Value”

The Safety/NATOPS Officer at VP-47 recently began instituting some of the principles identified in Dr. Scott Gellar’s book “Working Safe.” While Dr. Gellar’s work is normally known amongst the professional safety community, the introduction of the concepts via their Safety Gram Message is innovative for the Squadron. Focus of the effort realizes that no matter how well groomed your safety programs are & how involved leadership and the command is with regard to

providing all the tools and messages, once someone leaves the gate, their behaviors and actions are up to their free will. To counter this, safety programs must inspire a sense of personal interest, value, and responsibility. The Safety Gram states “We believe we can only reach our sailors at the point of execution by making safety a value, and by making it personal.” While it often stressed “Safety First”, they are working on teaching sailors to embrace safety as value so

that it then becomes part of their daily routine. They are recommending more direct involvement by command leadership at the work center level as a start to create an atmosphere of safety ownership from the bottom up. By involving the sailors in decisions that impact them, ownership for the process and personal responsibility for the process is obtained. For a copy of the Safety Gram or additional information, please contact LT Lauder at peter.lauder@navy.mil.

VQ-2 Rangers Scenario Drill

Story & Photos by YN2 Todd Harris

The VQ-2 Rangers held a monthly Safety Stand-down on August 3, 2006 at the Skywarrior Theater. Unlike previous training events where the focus was on power point presentations, this one had a much more realistic effect on the entire squadron.

As the first safety brief capped off, cell phones started ringing and Commanding Officer Mike Burns promptly announced to the entire audience that a "Ranger" had been lost in a DUI incident. "I did not think it was a drill," stated Yeoman Second Class Rasheema Davis. "I held another shipmates hand and had to be reassured by her that this was just part of the training," she said.

Following the news, the squadron filed out into the Theater parking lot where police and firefighters participated in a mock car accident involving a drunk driver and a

the ER. It took them 6 minutes just to remove the victim from the vehicle using the "jaws of life," Davis added. The staged event went through the entire process of seeing the paramedics removing the victim and transporting them into an ambulance, to conducting a field sobriety test. "Not only was it realistic, but afterwards, the point was further addressed that this affects members of the entire command as well as the persons directly involved in the accident," she further explained.

As members proceeded back into the theater, various members of VQ-2 were brought up on stage to show the amount of man hours that could potentially be lost in this type of incident. "The personal impact on someone's family had the greatest affect on me since I am a family oriented person," said Davis. Whidbey Island County

extent of the law," he stated. Banks also stated that, "Receiving military punishment has no affect on how we will proceed if you are charged with this type of crime."

Following his brief, a body bag was brought to the stage with the suspect and police in tow. A eulogy was then read for the fallen shipmate and an official color guard was on hand to present a coffin draped flag to the victim's spouse, played by Aviation Structural Mechanic (Safety Equipment) Second Class Angela Berrios. "When they read the eulogy it was hard to hold back tears," she said. "You can picture yourself in that situation and the lasting affect it has on everyone."

VQ-2 learned many things from this Safety Stand down. The death of a shipmate because of a DUI has a detrimental effect on morale squadron-wide. The amount of man-hours that are lost take away from operational readiness and meeting our commitments to the Navy and the country. The impact on the families can be tragic and devastating. Not only do you contend with losing a loved one and breadwinner, but if you lose your life and are found guilty of DUI your family does not get the benefits they need to surmount this tragedy. And finally the double jeopardy of it all, after you receive military punishment you will be prosecuted to the fullest extent of the law with all the time and financial expenditures that implies: court appointments, alcohol rehab and lawyer fees. Points of Contact for this event are AMI Peterson, VQ-2 Ground Safety Petty Officer, who can be reached at 7-3369, LT Guttman, VQ-2 Ground Safety Officer, ext 7-3160 or LCDR Hudson, VQ-2 Safety Officer.



VQ-2 Sailors view the mock scenario that included "victim extraction" using the "Jaws of Life" tool.

shipmate lying on the ground covered in blood. "This was a completely new learning experience for me," explained Davis. "The police said it takes 15 minutes to get someone removed from the scene and to

Prosecutor Greg Banks also briefed the squadron that day. He explained the severity of DUI charges when it results in serious injury or death. "We will prosecute anyone who commits this act to the fullest



Paramedics attend to the "victim" of the DUI related crash

"When they read the eulogy it was hard to hold back tears," she said. "You can picture yourself in that situation and the lasting affect it has on everyone."



The field sobriety test is being performed on the driver of the vehicle.

"We will prosecute anyone who commits this act to the fullest extent of the law."

*Whidbey Island County
Prosecutor, Mr. Greg Banks*

NAVSHIPREPFAC-JRMC Det Sasebo Daily Shipboard Walk-thru

The Naval Ship Repair Facility – Japan Regional Maintenance Center Detachment Sasebo has initiated an aggressive daily walk-thru schedule to ensure the safety of Sailors aboard ship as well as those providing repair of vessels. They



Improper paint mixing and storage was fixed within a day of the walk-through

accomplish this by conducting daily walk-through inspections on each day that work is occurring aboard ship and are accompanied by the Ships Representative and the Contractor Representative during availabilities. In the past, the Safety Office used to document violations and provided results to ship superintendents, however since there was limited follow up, they instituted a system of tracking all deficiencies identified from the previous day to monitor correction. While this is time consuming on the Safety Office's part, thus far they are achieving over 85% correction on deficiencies identified which ultimately provides a safer work environment for both the sailors and repair workers. In addition, since the many Japanese contractors may not be knowledgeable on U.S. and Navy regu-

lations, the daily interaction helps to educate the contractors so that work on the ship adheres to a standard level of safety.

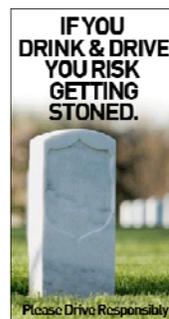


Contractor personnel were advised to wear proper foot & eye protection as well as prohibited from using the rail as a work platform

COMNAVREG NW CMC Leads By Example

COMNAVREG NW Command Masterchief CNOCM(SS) Ronald Johnson is leading by example by accessing and completing a new online Traffic Risk Planning System (TRiPS) assessment for his Christmas trip. He states "You complete a 5 minute drop down menu assessment that displays your trip risk, the program then gives you suggestions for improving your score." At the end, it "scratches the itch of what's in it for me" with a Map Quest®

like map and directions that you can print out. It also partially fills in your leave chit so that you can then route it for submission. In addition to performing the online risk assessment, he also forwarded an e-mail detailing his positive experience with this tool to other Command Master Chiefs stating "If you haven't been on the Navy Safety Center website recently it's improved." He also indicated that there are great posters on the site that can be



downloaded for traffic safety. Link to the TRiPS site for both Navy and Marine Corp personnel can be found at the top of the Navy Safety Center homepage.

Poster courtesy of COMNAVSAFECEN

PSNS & IMF Puget Sound Win DON Safety Award

2006 has been a monumental year for the Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMF) command. The years of hard work placing safety as a top core value resulted in PSNS & IMF receiving the CNO Shore Safety Award, the SECNAV Achievement in Safety Ashore Award, and the Department of the Navy Safety Excellence Award this year. This is the first time in the command's history that they have received all three of these prestigious Safety Awards in a single year.

The success of the Safety Program at PSNS & IMF can be attributed to many factors, such as command wide participation in the Voluntary Protection Program as well as successes in safety program communication among all codes. All new employees are being raised with

the philosophies of VPP and getting extensive safety training. All shops, codes, and projects within the command actively participate in safety committees and VPP Focus teams. Employees are actively involved with their safety and the safety of their co-workers.

As the transformation and integration of PSNS & IMF command continues, so do the command's work practices. Over the past several years, PSNS & IMF has embraced the philosophies of Lean manufacturing techniques. Lean is an entire set of principals, practices, and tools that are applied to reduce or eliminate wastes. Specifically related to safety, Lean produces a work environment that is less cluttered, more organized, cleaner, and more visual. The culmination of VPP, communication of safety across all



Thomas Cain Jr., BMTC Safety Chairman and Captain Kenneth Voorhees, USN, Commanding Officer Intermediate Maintenance Facility receive the 2006 Depart-

ments of the PSNS & IMF team, and application of Lean principles to work processes has increased the focus on safety, and aided in reducing injury rates.

PMV Safety Quiz

Courtesy of COMNAVSAFECEN

1. If you were driving with a blood alcohol concentration (BAC) of .10 percent you would be considered legally DUI in all states.

- True
- False

2. For the average 160-180 pound individual, inhibitions are lessened and judgment begins to be affected after drinking just one beer in one hour or less.

- True
- False

3. Alcohol consumption affects which of the following?

- Coordination and physical reflexes
- Reaction time
- Visual sharpness
- General awareness
- a and b
- a thru d

4. The effects of alcohol wear off at the rate of roughly one drink per hour.

- True
- False

5. Which of the following are signs of a drunk driver?

- Slow driving in the left lane
- Running over the curb
- Weaving
- No lights when needed
- All of the above

6. If you identify a possible alcohol-impaired driver, you should attempt to pass the vehicle and get to a phone to call for help.

- True
- False

7. Most states consider a motor-vehicle operator to be impaired or under the influence with a BAC between .03 and .05 percent.

- True
- False

8. Which of the following factors does NOT determine how alcohol will affect you?

- How fast you drink
- How much you weigh
- Whether or not you have eaten
- Mood/attitude
- Age & sex

9. It is better to drink beer than booze

because the alcohol content of a 12 ounce beer is less than one and a half ounces of 80-proof booze.

- True
- False

10. Once your BAC begins to rise, you can sober up or reduce it by which of the following?

- Time
- Eating
- Coffee
- Cold shower
- All of the above

11. As you drive down most highways, it is estimated that:

- One in 5 other drivers is drunk.
- One in 20 other drivers is drunk.
- One in 200 other drivers is drunk.
- One in 500 other drivers is drunk.

12. Which of the following factors determine safe driving speed?

- Posted speed limit
- Road and weather conditions
- Time of day
- Amount and type of traffic
- a and b
- a thru d

13. The best way to avoid a crash when you are tired and traveling to a location you visit frequently is to take the same route all of the time because you know it so well.

- True
- False

14. The major reason that sleepiness when driving kills is because it:

- Lowers overall driving ability about 10 percent.
- Causes sleep for 2-3 second periods.
- Causes total hypnosis and spacing out.
- None of the above.

15. According to the National Highway Traffic Safety Administration, wearing a combination lap/shoulder belt cuts your chance of serious injury if you are involved in a crash by how much?

- 10%
- 20%
- 30%
- 40%
- 50% or more

16. A service member is required by Navy/Marine Corps regulation to use seat belts at all times, on and off the installation, while driving or riding in a PMV.

- True
- False

17. Which of the following is(are) good technique's to avoid becoming fatigued while driving on long trips?

- Avoid driving during normal sleep hours
- Ensure you are completely rested prior to departure
- Plan at least a 15 minute rest stop every two hours
- Limit driving to 350 miles per day or no more than 8 hours on the road
- All of the above

18. What are the three leading causes of fatal Navy and Marine Corps PMV crashes?

- Speed, alcohol, and fatigue
- Speed, alcohol, and following too close
- Speed, alcohol, and non-use of seatbelts
- Alcohol, fatigue, and non-use of seatbelts
- Alcohol, fatigue, and failure to yield right of way

19. What time of day do most fatal PMV crashes occur where the Navy/Marine Corps driver is at fault?

- 0600-0900
- 0900-1500
- 1600-2000
- 2100-0500

20. What days of the week do most fatal PMV crashes occur where the Navy/Marine Corps driver is at fault?

- Monday and Friday
- Wednesday, Thursday, and Friday
- Friday, Saturday, and Sunday
- Sunday and Monday

21. If you are driving and feel sleepy, what should you do?

- Roll down the windows so the fresh air will wake you up
- Turn the radio volume up to keep you alert
- Turn the air conditioner to high so the cool air will wake you up
- Stop and sleep
- Any of the above

Answers to the quiz on page 8.

Contact us:

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Naval Safety Center ALSAFE Messages

The COMNAVSAFECEN website is a repository of useful information ranging from statistical mishap data to helpful tools for managing a Command Safety program. They also release timely messages related to safety program management or safety advisories that provide information on hazard trends that they have identified. The following are a sample of important messages from COMNAVSAFECEN that were released since the last newsletter.

291615Z SEP 06 – Provides information lessons and safety considerations to employ while conducting physical training or command PRT.

291900Z SEP 06 – Reiterates Navy policy on COMNAVSAFECEN being the sole release authority for privileged safety information and rules pertaining to each who have access to such information.

311917Z AUG 06 – Provides information on Traffic Risk Planning System designed to provide military members a private motor vehicle risk assessment based upon their

driving habits.

031440Z OCT 06 – Presents interesting information on Fatigue and Sleep deprivation and correlation with errors made. While much of the information is aimed at Aviators, the information can be used during ORM discussion as a potential identified hazard to mission success.

271400Z SEP 06 – A series of recent mishap served to identify the hazards of working with Aerial Work Platforms (AWP) and this message provides information that all commands using AWP's should discuss prior to continued use.

2711402Z OCT 06 - Provides information on ORM Applications and Integration class schedules,



locations, and pre-requisites. This is a must have training for minimally two personnel from each command.

For additional information and tools, please visit the COMNAVSAFECEN website at <http://www.safetycenter.navy.mil>.

NSC's "24/7 Holiday Force Preservation," will focus on managing risks during the holiday season from Thanksgiving through the New Year.

PMV Traffic Safety Quiz Answers

1. A
2. A
3. F
4. A
5. E
6. B
7. A
8. E
9. B
10. A
11. B
12. F
13. B
14. B
15. E
16. A
17. E
18. A
19. D
20. C
21. D

Additional Resources such as this quiz, available at COMNAVSAFECEN website listed on this page.

FLTCM View

Are you ready for the holidays?

Warriors! First off thank you for the hard work you're doing every day, your contributions as a Navy Sailor and Navy Civilian are very important in mission accomplishment; together we will achieve more! The next couple of months marks the Holiday Season with which many of us will be taking some extended leave (heading home or on vacation) or will be celebrating the holidays near your duty stations. I think you all know me well enough to know where I'm going with this. Prior to letting personnel depart the command for leave or liberty, ensure you have thoroughly discussed holiday and traffic safety. It will save lives!

During this season more personnel will be on the roads, whether shopping, driving to family get-togethers or trying to make your way to and from leave. I recom-



FLTCM(SS/SW) Rick West

mend you include the following items when reviewing travel plans and safety checklists with your personnel:

- Driving in inclement weather
- Protective equipment
- Long Distance travel plans
- Car maintenance
- Leave Chits (Did you put the command contact data; cell phone numbers of the command team on the leave chit?)
- Did a member plan the trip with overnight stops in the planning process?

There are others...For your complete planning materials, visit www.nhstsa.gov and click on the

"Traffic Safety" tab, and the National Sleep Foundation, www.sleepfoundation.org, and click on the "drowsydriving.org" link.

On a separate topic, did you receive your copy of the publication called TRAFFIC5100? It is the most comprehensive publication on traffic safety I've seen to date, it is published by the Safety Center. I strongly encourage you to have one in every division and in every wardroom and CPO Mess. SAFETY FIRST!

Bottom Line: I need you back on the deck plate, hangar, field, office or any other place you might work after the holidays doing the J.O.B!

Going Deep.....

Fleet Master Chief...

out!