

INAUGURAL ISSUE | APRIL 2017

360° SAFE

THE OFFICIAL SAFETY MAGAZINE OF THE NAVY AND MARINE CORPS

ASSESSMENTS

THE CORNERSTONE OF RISK MANAGEMENT

**A CHANGE IN
STRATEGY**

page 6

**ASSESSMENT
TOOLS**

page 12

**FOCUS ON
ASSESSMENTS**

page 16



[HTTP://SAFETY.NAVYLIVE.DODLIVE.MIL](http://SAFETY.NAVYLIVE.DODLIVE.MIL)

PUBLISHED BY THE NAVAL SAFETY CENTER
375 A ST., NORFOLK, VA 23511

THE NAVY'S RISK AND RESOURCE MANAGEMENT MAGAZINE

360°SAFE is published quarterly online by the Naval Safety Center. The editorial content of this magazine is edited and approved by the Naval Safety Center Public Affairs Office. Contents and opinions expressed are not necessarily the official views of the U.S. Government, the Department of Defense or the U.S. Navy and do not imply endorsement thereof. Unless otherwise noted, photos and artwork are for illustrative purposes only. Reference to commercial products or links to non-DoD resources do not imply Department of the Navy endorsement. Unless otherwise stated, material in this publication may be reprinted without permission; please credit the magazine and author.

COMMANDER

RDML Christopher J. Murray

DEPUTY COMMANDER

Col Matthew Mowery, USMC

COMMAND MASTER CHIEF

CMDCM(SW/AW/IW) James Stuart

DIRECTOR, AVIATION SAFETY PROGRAMS

CAPT John Sipes

DIRECTOR, AFLOAT SAFETY PROGRAMS

CDR J. Lee Bennett

DIRECTOR, SHORE SAFETY PROGRAMS

Jonathan Wilson

DIRECTOR, OPERATIONAL RISK MANAGEMENT/ EXPEDITIONARY WARFARE

Don Ciesielski

DEPARTMENT HEAD, MEDIA AND PUBLIC AFFAIRS

Maggie Menzies

CONTRIBUTE

Email safe-mediafdbk@navy.mil for submission guidelines. We reserve the right to edit all submissions for clarity, applicability and length.

SUBSCRIBE

360°SAFE is distributed to safety offices, command safety officers, safety and health professionals, and individual subscribers via electronic mail and website download. The magazine is available as a PDF self-print format and available for download on your desktop or mobile device for free. To manage your subscription, call us at (757) 444-3520, ext. 7870; email us at safe-mediafdbk@navy.mil.

ISSN 2167-244X

CONTACT US

Commander, Naval Safety Center

ATTN: 360°SAFE

375 A St.

Norfolk, VA 23511

Telephone: (757) 444-3520, ext. 7870 (DSN 564)

Email: safe-mediafdbk@navy.mil

EDITORIAL STAFF

MANAGING EDITOR

Evelyn Odango

EDITORS

Nika Glover

Michael J. Morris

ART AND GRAPHICS

Allan Amen

John W. Williams

STRATEGIC PLANNING AND SOCIAL MEDIA

Leslie Tomaino

WEBMASTER

Darlene Savage

EDITORIAL BOARD

AVIATION SAFETY PROGRAMS

CAPT Billy Murphy

GySgt Ernesto DelGadillo

Kimball Thompson

SHORE SAFETY PROGRAMS

Brad Loftis

Steve Geiger

AFLOAT SAFETY PROGRAMS

CDR J. Lee Bennett

Ron Keim

ORM/EXPEDITIONARY WARFARE SAFETY PROGRAMS

CWO4 William "Toby" Turner

LT Mark Nagorniuk

LESSONS LEARNED DIVISION

Ashley Edwards

Kevin Conroy

CONNECT
WITH US



www.facebook.com/navalsafetycenter



www.twitter.com/NSC_Updates



www.youtube.com/user/navalsafetycenter



www.dvidshub.net/unit/NSC



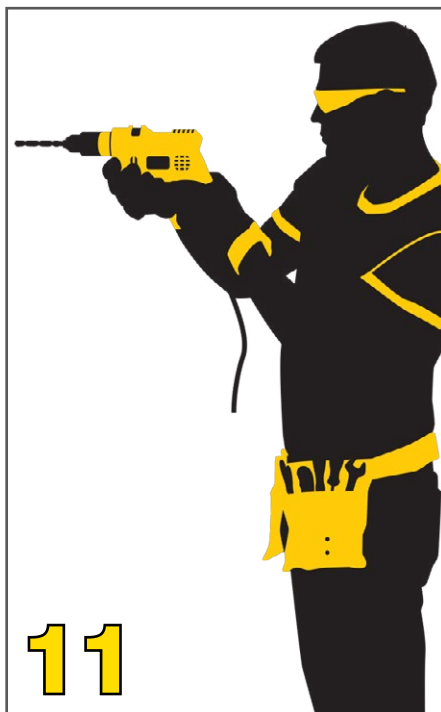
FEATURES

- 18** **Expert assessment**
Safety specialists take a close look at traffic and recreation programs to ensure compliance and success
- 20** **Workplace inspections as mishap deterrents**
Frequently changing workplace conditions or high-risk operations warrant more periodic checks
- 22** **Predict and prevent**
Aviation assessment teams continually seek opportunities to predict and prevent potential mishaps
- 24** **Our experts at your service**
Safety experts with more than 300 years Navy experience carry out our mission of saving lives and reducing mishaps



ASSESSMENT TOOLS: People and resources are key elements for identifying hazards and controlling risks.

ABOUT THE PHOTO: During an afloat operational safety assessment, members of the Naval Safety Center team provide a comprehensive look at all operations and ancillary support of every ship they visit. (U.S. Navy photo by Visual Information Specialist Allan Amen)



IN THIS ISSUE

- 3 We have moved!**
A message from the editorial staff about our digital content
- 6 A change in strategy for delivering our message**
A message from Commander, Naval Safety Center
- 8 BLUF Bottom Line Up Front**
Statistics, numbers, analysis, and trends
- 11 Collaborating for safety and health**
Ergonomic power tools for DoD and government communities
- 14 Preventable losses hurt our Navy family**
An urgent need to face our greatest challenge: traffic mishaps
- 16 A simple measure to detect hazards**
Self-assessments help catch small discrepancies early on



ACCESS NOW

We want to help you explore 360°SAFE digital magazine's content. Look for this icon on pages throughout the magazine.



ON THE WEB

Your browser will open to display a web page where you can access magazine articles and other content.

**Don't miss
an issue of
360°SAFE!
Subscribe today.**



NEXT ISSUE

The next quarterly issue will focus on operational risk management. Contact safe-mediafdbk@navy.mil for the editorial calendar.

We have moved!

We have gone digital. While this is bittersweet for those of us in the Media group, we plan to continue bringing you in-depth articles and relevant mishap-prevention information.

By now, most of you have received the final printed copies of Approach, MECH, Decisions, and Sea Compass. We understand the value of a printed format in certain aspects of your job, but we also know you understand our effort to reduce cost. We are increasing our presence on the web so you can still read your favorite stories – whenever and wherever you want.

Our transition from print to digital is a work in progress and we appreciate your patience. We will leverage electronic and social media to give you quicker access to each current issue, printable articles and past issues. Our digital magazines are available on <http://safety.navylive.dodlive.mil>.

You can also find current and archived issues on our website: www.public.navy.mil/NAVSAFECEN/Pages/media/mag_index.aspx.

Email us your feedback and questions to safe-mediafdbk@navy.mil.

We thank you for understanding.

— The Editorial Staff



ASSESS

In 2015, under the guidance of RDML Christopher J. Murray, the Naval Safety Center changed the philosophy and processes of the safety surveys transforming them into a safety assessment process that now measures the safety and risk management culture of units rather than focusing exclusively on procedural compliance. These changes align more closely with the aims of the Fleet Safety Campaign plan and were embraced by units across the fleet who quickly realized the benefits of these programmatic changes.

This new safety assessment format transformed how information is reported and what is provided to the assessed command's leadership. The assessment is not checklist driven and takes a more holistic comprehensive look at the command culture/climate and how this impacts the mission. This process uncovers many areas needing improvement as well as deficiencies that had not been identified by other oversight activities. Assessors also routinely discover best practices they can share with other units, which was impossible under a checklist-driven survey.

During the assesement process, we see the conditions under which the assessed commands work; the equipment, processes and procedures they use; how and what they are taught; how they are manned and how they communicate.

We see plenty of room for improvement.

MENTS

RISK MANAGEMENT
IMPLEMENTATION
SITUATIONAL AWARENESS
STANDARDIZATION
SAFETY CULTURE



A change in strategy for delivering our safety message

For more than three decades, the media communications industry has been changing with the times.

Information sharing has dramatically evolved from daily newspapers, slick magazines and desktop personal computers to portable laptops with wireless internet capabilities. Today, data is synonymous with smart mobile devices that communicate via cloud. This change influences the way we do business and creates an opportunity to embrace new technologies that will help the Navy improve its safety culture.

Our newest magazine, 360°SAFE, will bring you safety information, risk-management resources and mishap analysis summaries exclusively online beginning this spring. Approach and Sea & Shore community magazines have also transitioned from print to digital. My staff and I are confident that we can take advantage of electronic and social media to reach our most influential readers: the electronically savvy safety officers and safety professionals who are instrumental in reducing risky behaviors and promoting risk management.

This change is of great significance, giving us the platform to quickly address the Fleet's needs and requirements. Fast access to information and resources will help

our Sailors, Marines and civilians continue to keep safety at the core of their risk-management efforts. As we move through this process, I want to make sure our magazines and other multimedia products continue to be the outlet for our communication efforts and your forum of choice for sharing lessons learned.

Starting with the inaugural issue of 360°SAFE, the media team at the Naval Safety Center will produce three online magazines that will focus on safety assessments, operational risk management, and reporting and high-velocity learning. For more than six decades, the Naval Safety Center has worked side-by-side with big Navy to help build safety awareness, increase training and education resources, and contribute to a safer way of life for Sailors, Marines and civilians. Our work is not done.

In 2015, Naval Safety Center analysts took an operational pause to evaluate the oversight services we provide to our customers. After a critical assessment, we decided to switch from traditional checklist-driven safety surveys that measured compliance with instructions and procedures to a more comprehensive safety assessment process that examines the overall risk management culture of organizations. To achieve the best results, we will collaborate with the Board of Inspection and Survey, and Fleet

“ ... the Naval Safety Center has worked side-by-side with big Navy to help build safety awareness, increase training and education resources, and contribute to a safer way of life for Sailors, Marines and civilians. Our work is not done. ”

oversight organizations as well as key stakeholders to refine the process and assessment criteria. Read the initial articles in this issue written by our analysts and subject-matter experts to see the big picture.

I applaud the men and women who have worked diligently to create products and resources that help our Navy improve its safety performance. The Safety Center team continues to work together to address high-impact targets including human error, hazards and mishaps.

Our media products have helped shape an effective risk-management approach for our workforce, and we must continue to be innovative in order to achieve the desired outcomes. Mishaps are a huge drain on our resources and a significant decrement to readiness. Use every resource we offer you – 360°SAFE or other products – to minimize risk and improve your way of life.



RDML Christopher J. Murray
Commander, Naval Safety Center

Since its early beginnings, the Naval Safety Center has published magazines that reach every community in the fleet.

1951 The Naval Aviation Safety Activity was established in Norfolk, Virginia.

1955 The command was renamed Naval Aviation Safety Center. “There I was ... ” aviation stories were told in the aviation safety review, The Approach. It was later renamed Approach and published as a full-color magazine.

1961 Mech was published as a safety manual to address safety-related issues in the aviation maintenance community. It was later redesigned as a magazine featuring photos and illustrations.

1968 Afloat safety programs was added to the Safety Center’s core mission.

1969 Fathom magazine was published to provide safety information to surface ships and submarines.

1974 The Navy Lifeline safety and occupational health journal was published. It was renamed Safetyline in 1985 and was published as a hazard awareness report.

1995 Ashore replaced Safetyline to provide lessons learned and off-duty stories as well as high-risk training and occupational safety and health information.

1999 Ground Warrior magazine was published in support of the new Marine Corps ground safety program. The magazine ceased circulation in the early 2000s. In response to the increasing needs of the fleet and to leverage technology, the Safety Center launched its website the same year.

2005 Sea & Shore replaced Ashore and Fathom.

2010 Naval Safety Center launched its social media network to reach a wider audience and share up-to-the-minute safety information.

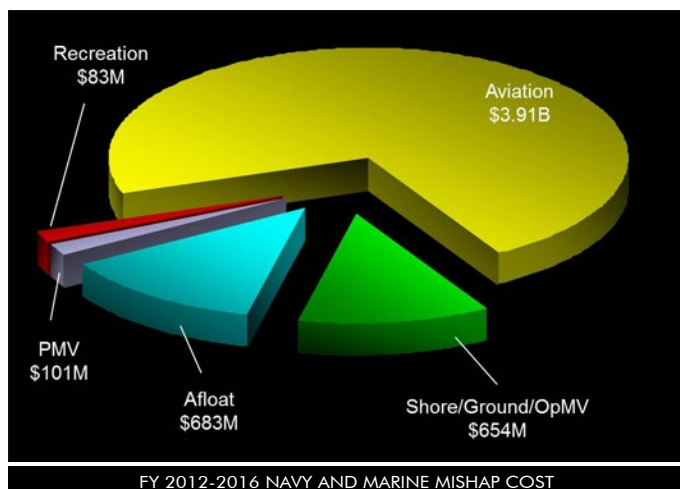
2011-2016 Decisions and Sea Compass magazines were published in support of a new marketing strategy to reach captured audiences in ground and operational communities as well as afloat, submarine and diving.

2017 and beyond Sea & Shore was reintroduced as the new digital format for Decisions and Sea Compass. Our digital magazines integrate safety promotion strategies and reach all audiences where they read, watch, browse, and listen – whenever and wherever they are.

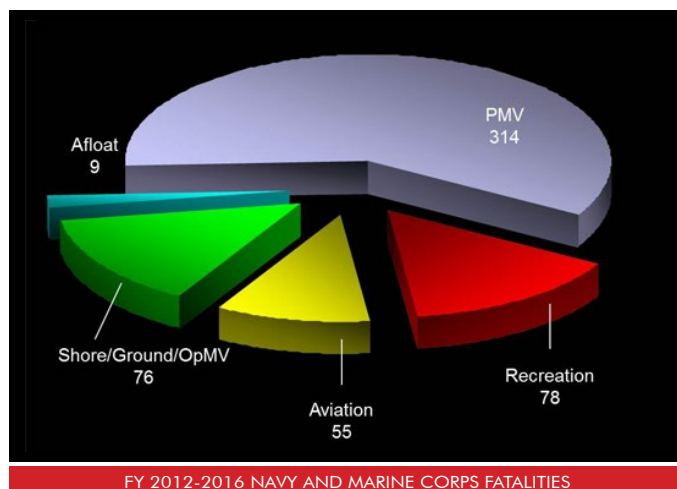
Read your favorite magazine:



CLASS A MISHAP COST: \$5.34B



FATALITIES: 532



HUMAN 86% ERROR

We are finding that human error is a significant contributing factor in Class A mishaps.

A 50% reduction in Class A human-error related mishaps over five years could save more than 200 lives and \$3 billion.

NOTE Only military personnel killed in Navy and Marine mishaps are included in fatality totals. Naval Safety Center data as of March 30, 2017

➔ ON THE WEB: CLASS A MISHAP STATISTICS



532 Lives

NUMBER OF SAILORS AND MARINES WHO DIED FROM FY 2012-2016

- 314 (59%) PMV**
- 78 (15%) OFF-DUTY**
- 55 (10%) AVIATION**
- 76 (14%) SHORE/GROUND/MV**
- 9 (2%) AFLOAT**

Every five years mishaps cost the Navy \$4.5 Billion and 532 lives!

"Leadership is key, but everyone is responsible for using safety best practices, wearing prescribed protective gear, and reporting discrepancies they witness."

DICK BROOKS, former Naval Safety Center Commander, in his message during the 2003-2005 mishap reduction campaign, SECDEF's challenge to reduce preventable mishaps by 50 percent.

ON THE ROAD

When safety teams break out of the headquarters to visit various aviation, afloat and shore commands (and subordinates), they assess day-to-day safety practices of all personnel. The team's mission is to evaluate routine high-risk evolutions and planning at all levels throughout the entire organization.

Subject-matter experts may provide seminars that address fleet mishap trends, causal factors, risk-mitigation and mishap-prevention strategies.

101 Number of aviation squadrons, commands and subordinate commands visited in FY 2016.

81 Number of ships, submarines and dive lockers assessed in FY 2016.

EDUCATING AND INFORMING THE FLEET

During these assessments, our teams collect information, analyze data, and return it to the fleet in various forms.

- ▶ **WEB:** 27,000 users per month
- ▶ **MAGAZINES:** 9,000+ distribution
- ▶ **MESSAGES:** Mishap and hazard reports, safety messages, eBLAST newsletter, "How Goes It" statistical rates and trends, mishap summaries
- ▶ **FACE-TO-FACE:** Leadership briefs, fleet safety meetings, safety symposia
- ▶ **ORM IMMERSION:** Practical application workshops on 200 ships, 98 aviation commands, 320 shore activities

Source: Naval Safety Center data, FY 2016



The Culture of Safety

HUMAN ERROR AND CHALLENGES

DO YOU RIG EQUIPMENT, DEFEAT INTERLOCKS
OR DON'T FOLLOW PROCEDURES?

HAVE ANY OF THESE ACTIONS RESULTED IN MISHAPS?



ARE YOU RELUCTANT TO SAY
"NO" TO REQUESTS? WHEN
ASSIGNED A TASK, DO YOU
NOT ONLY DO IT IMMEDIATELY
BECAUSE YOU DON'T WANT TO
BE THE ONE WHO TAKES THE
LONGEST TO DO IT?

TODAY, WE ARE WORKING MORE WITH LESS.

LESS MANPOWER
LESS RESOURCES
UNFORTUNATELY, IN SOME CASES,
LESS TRAINING
AND SUPERVISION

TAKE A LOOK AT THIS GRAPH AND SEE HOW YOU MEASURE UP.



Source: Naval Safety Center mishap reduction briefings, 2003-2005



25th Annual Joint Safety and Environmental Professional Development Symposium

April 24 - 28, 2017

Presented online by the Naval Safety
and Environmental Training Center



**The Armed Forces' premier Symposium for
professionals in the fields of Safety, Industrial
Hygiene, Public Health, Environmental
Stewardship, and Energy Management**

LEARN

CONNECT

GROW



2000+

Attendees



180+

Sessions



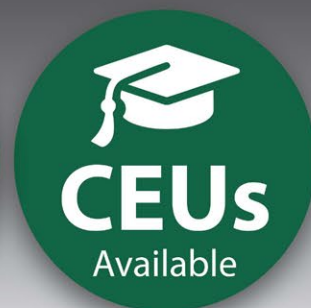
100%

Virtual



FREE

No Cost



CEUs

Available

CALL FOR SPEAKERS: <http://jointpds.adobeconnect.com/speakers>

TO REGISTER: <http://jointpds.adobeconnect.com/register>



**If you have any questions please contact the
PDS 2017 Coordinator at:**

sheldon.griffin@navy.mil (757) 445-8778 x 344

Collaborating for safety and health

From the Naval Safety Center Liaison Office

► POWER TOOLS

Ergonomic, lower-vibration tools offered to the DoD and government communities

The Department of Defense/ Industry Working Group and the General Services Administration (GSA), Heartland Acquisition Center, have been working together to ensure a wide variety of ergonomic, lower-vibration tools are offered to the Defense Department and government communities.

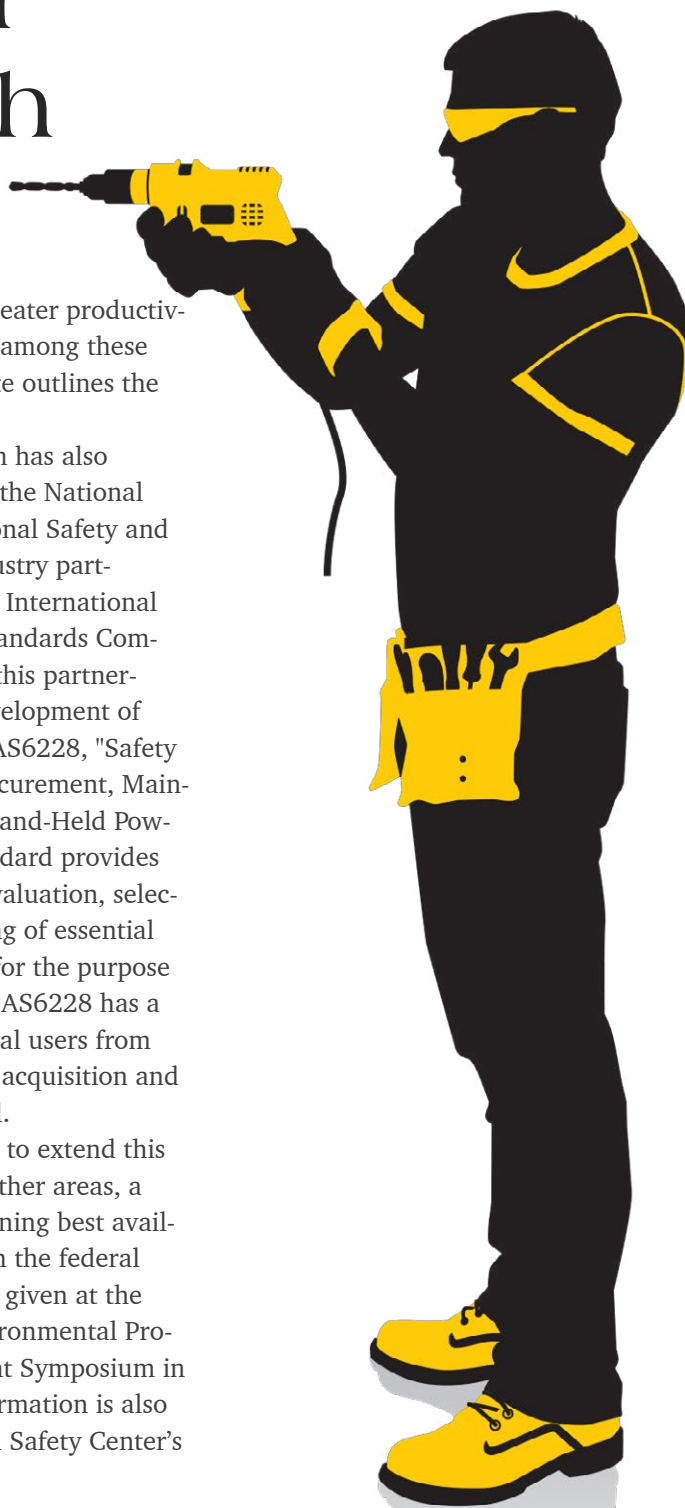
These professional agencies have chosen to focus initially, on lower vibration due of the health risks associated with hand-arm vibration. One such risk is hand-arm vibration syndrome, commonly known as HAVS, and previously known as Raynaud syndrome, is a potentially-irreversible disease associated with prolonged and intense exposure to vibration.

Tools developed to reduce vibration often bring other desirable performance properties. Longer tool

life-span as well as greater productivity and efficiency are among these benefits. GSA's website outlines the program details.

This collaboration has also involved liaison with the National Institute of Occupational Safety and Health, DoD and industry partners through the SAE International EG1-B1 Aerospace Standards Committee. The result of this partnership has been the development of Aerospace Standard AS6228, "Safety Requirements for Procurement, Maintenance and Use of Hand-Held Powered Tools." This standard provides information on the evaluation, selection criteria, weighting of essential factors and matrices for the purpose of tool selection. The AS6228 has a wide range of potential users from the end user through acquisition and contracting personnel.

For those seeking to extend this type of approach to other areas, a presentation on obtaining best available products through the federal supply system will be given at the Joint Safety and Environmental Professional Development Symposium in April. Additional information is also available at the Naval Safety Center's website.



QUICKLINKS

General Services Administration
www.gsa.gov/portal/content/120150

Naval Safety Center Acquisition Safety
www.public.navy.mil/navsafecen/pages/acquisition/index.aspx

CONTACTS

Naval Safety Center Liaison Office
mark.geiger1@navy.mil

General Services Administration - 6Q1QSBACB
stephen.arsenault@gsa.gov

ASSESSMENT TOOLS

KEY ELEMENTS FOR IDENTIFYING HAZARDS AND CONTROLLING RISK

The self-assessment process is a detailed evaluation of the safety programs and mission-specific risks and hazards that will directly affect the safety of the command. Whether it is an administrative office, a ship, an aviation squadron or a maintenance facility, each command must conduct a thorough self-assessment to identify strengths, weaknesses, and opportunities for mishap reduction. Listed below are four keys for conducting effective self-assessments:

Leadership

Promoting change requires commitment from leaders and participation from employees. Both parties play a vital role in creating, implementing, and maintaining a successful safety program. Seamless integration of safety management policies and principles, strategic objectives, informed decisions, and an engaged workforce promote a safety climate for sustainment in the long term. Effective two-way communication between management and the workforce is the key to overcoming challenges and providing incentives and opportunities for personnel while fostering an ownership mindset throughout the organization.



Command Directed

While external inspections and surveys may be useful tools for this process, the self-assessment should be conducted internally to evaluate the safety programs applicable to the command. Using tools and resources available, staff can define organizational performance measurements and use data analysis and trending to enhance operational readiness and mission success.



Mission Specific

Each command has tasks, operations, and missions that create specific risks and hazards for personnel and equipment. They also have specific processes and monitoring techniques, which are used to control and manage the risks and hazards. By tracking leading indicators of effective risk control, such as consistent use of certain checklists or speed of hazard abatement and thoroughly investigating and reporting mishaps (trailing indicator), commands will be able to develop techniques and strategies to minimize and reduce future risks.



HOW STRONG IS YOUR COMMAND?



CULTURE WORKSHOPS give commanding officers a snapshot of their unit's culture. This snapshot is developed by trained facilitators who carefully listen to unit members. A culture workshop is voluntary and scheduled at the invitation of the CO. Results are provided directly to the CO for use within the command. Any specific information derived during the workshop remains within the command. However, sanitized summary information may be used to compile observed fleet trends over the course of multiple culture workshops.



[Click here to request a culture workshop.](#)

For guidance, see OPNAV 3500.44, *Navy Culture Workshops*, June 8, 2016.

Goal Oriented

The outcome of the self-assessment will be an evaluation of the current safety programs and, more importantly, the development of planned goals and objectives to improve these programs. Metrics should be established to evaluate leading and lagging indicators; activity or progress; and the process toward sustainability and outcome. These goals and objectives must be quantifiable, command supported, and effectively communicated to all personnel and monitored regularly to help drive command performance. An action or improvement plan is another tool to track, manage, and display short-term and/or long-term safety efforts, successes and challenges.



Naval Safety Center photos by John W. Williams

How to request an assessment

Safety assessments are not inspections; rather, they are training opportunities. Safety Center assessment teams take this time to work with your crew to identify and correct discrepancies on your ship or command. The purpose of these assessments is to prevent injuries, equipment damage and deaths.

Aviation. To schedule an assessment or if you have questions, call (757) 444-3520, ext. 7223 for squadron safety assessment and ext. 7281 for air station safety assessment.

Afloat. The Naval Safety Center sends naval messages to the appropriate commands, detailing the procedures for requesting afloat operational safety assessments (AOSAs). We also send messages twice a month to our list of afloat safety points of contact. If you have questions about our AOSAs, ask your afloat safety officer or email safe-afloat@navy.mil. Formal inspections that involve some safety-related items are done by the Board of Inspection and Survey.

Shore. To request or inquire about assist visits to shore commands, email safe-ashorefdbk@navy.mil.

Safety assessments and evaluations are important tools in effectively identifying hazards and controlling risk and provide a safe and healthful workplace. Safety assessments may be the result of an unusual occurrence or an out-of-the-ordinary planned activity. In all cases, inspections, assessments, and evaluations are oriented toward the identification of hazards or measuring the effectiveness of accident prevention efforts. An aggressive safety and occupational health inspection program ensures that all workplaces are inspected on an annual basis.



ON THE WEB: MORE ABOUT ASSESSMENTS

http://www.public.navy.mil/navsafecen/pages/aviation/assess_culture.aspx

Preventable losses hurt our Navy family

In his 2016 end-of-year safety message to the fleet, Naval Safety Center top leader RDML Christopher J. Murray, addressed the urgency of paying attention to the Navy's greatest challenge: traffic-related deaths.

Fiscal year 2016 saw a nearly 100 percent increase in **Navy fatal automobile mishaps** compared to FY 2015. We are also still losing Sailors to motorcycle crashes. Many of these losses could have been prevented. Leadership engagement and using proven controls to lower risk are the keys to ensuring our Sailors are successful in combating this challenge.

Too many Sailors are not wearing seat belts, in spite of the fact that it is a requirement whenever they are a driver or passenger in a motor vehicle. In 22 percent of fatal crashes during the last five years, Sailors were not wearing their seat belts. Many of those Sailors would be alive today if they had been.

Distracted driving is another issue that plagues our force and our nation. Distraction includes texting, eating, and technology use. According to the National Highway Traffic Safety Administration (NHTSA), 1 in 10 fatalities nationwide involves some type of distraction. Fourteen states currently ban all mobile phone use while driving, as well as all naval installations.

Gas prices are falling again, and according to NHTSA that has resulted in an 8 percent increase in traffic fatalities attributed to an increase in miles driven. However, despite low gas prices, a significant portion of our force rides motorcycles. Quality motorcycle training saves lives, but training compliance across the Navy is just 77 percent for both sport bike and non-sport bike riders. Training no-shows for the Basic Rider Course and Advanced Rider Course are prevalent at 23 percent across the Navy, and they keep those who need the class from getting a spot.

Navy Region Southwest and Hawaii have 25 percent no-show rates, Naval District Washington and Navy Region Mid-Atlantic have 23 percent no-shows, Navy Region Southwest has a 21 percent rate, and Navy Region Northwest has a relatively low but still improvable rate of 13 percent no shows for classes. The best way to get to 100 percent compliance is through a strong motorcycle safety program with a motorcycle safety representative (MSR) who ensures all motorcycle riders are identified, enrolled in, and complete all required initial and refresher training. MSRs should aggressively check motorcycle rider licensing, training compliance, and participation in mentorship programs. This collateral duty is one of the most important safety positions in the fleet and good MSRs deserve our thanks and recognition for their efforts.

During long holiday [weekends and summer] breaks, many of our shipmates will hit the roads. Encourage the use of the online travel risk planning system tool, available at <https://trips.safety.army.mil/>. Not only does this tool help Sailors recognize the hazards inherent in their planned travel, it also gets frontline supervisors involved in a mentorship role which helps solidify our safety culture.

Incorporate basic risk management into discussions during quarters or command safety briefs. Talk about the risks associated with speed, fatigue, and alcohol use. ●

Source: ALSAFE 012/16, "Rise in PMV4 Mishaps FY15 - FY16," is available at http://www.public.navy.mil/NAVSAFECEN/Pages/messages/prior_years.aspx

CAPT Lawrence Scruggs, chief of staff for Joint Base Pearl Harbor-Hickam, right, leads Sailors in a sign-waving campaign along Lehua Avenue to encourage drivers to slow down along a school zone. The sign-waving event with local residents and the Honolulu Police Department communicates the importance of safe driving and the need to obey speed limits near Lehua Elementary School. (U.S. Navy photo by Mass Communication Specialist 2nd Class Mark Logico)



NO
NEED
TO SPEED

YIELD
FOR
PEDESTRIANS

DRIVE SAFELY

A simple measure to **DETECT** hazards

Seven years ago, the Department of the Navy released via an all-Navy message the **safety vision for 2009 and beyond**. In the message, Navy commands were required to complete an annual self-assessment of their safety program. Commands conducting regular workplace inspections not only help their operations run smoothly, but also allow them to catch small discrepancies that could lead to a larger problem.

Compiled by the 360°SAFE Staff

As outlined in the safety vision message, the self-assessment facilitates continuous improvement in safety performance by managing hazards, mitigating risks and implementing actions to reduce mishaps.

The following specific guidance further outlines the vision for all commands:

- ▶ Integrate safety into all on- and off-duty activities, work processes, and weapon system designs to enhance mission readiness, capability, and accomplishment.

- ▶ Imbed safety culture into the total force (military, civilians, and contractors), with accountability and involvement at all levels, through the adoption of a Safety Management System.

- ▶ Facilitate continuous improvement in safety performance by managing hazards, mitigating risk, and implementing actions to reduce mishaps, through the use of annual safety program self-assessments.

- ▶ Maintain effective safety monitoring and performance measuring systems that support senior leadership and unit-specific metrics, data analysis for root causes and development of mitigation strategies.

- ▶ Employ new technology and the latest management tools to facilitate individual and unit safety awareness and ownership.

- ▶ Aggressively and transparently communicate safety successes, share hazard awareness and share near-miss lessons learned.

- ▶ Enable safety performance by developing and maintaining a workforce of talented and skilled safety personnel, both military and civilian, that supports the seamless integration of safety into all work processes, products, and operations.

The guidance further outlines each command's responsibilities for sharing information at each command/unit level through the chain of command and beyond the top five areas of concern, program deficiencies, and weaknesses, successes and roadblocks to successful mishap-prevention efforts.

Command safety self-assessments are essential to continuous improvement in hazard identification, risk mitigation and ultimately mishap reduction. Maximizing the effectiveness of the self-assessment process requires the participation of personnel at all levels in the organization including senior



leadership, process owners, and deck-plate operators, as well as the safety staff or base operating services safety provider. A thorough assessment requires in-depth reviews of not only safety programs, but also the operations, processes, operating procedures and environments with the potential to cause personal injury, materiel damage or mission failure.

Top level management must be involved

as they are the individuals who have the greatest influence on resource allocation and have the authority to make high-level risk-management decisions and to direct corrective actions.

The ultimate goal of the self-assessment is to identify and prioritize deficiencies, develop corrective actions, establish timelines and track completion. ●

REFERENCES

NAVADMIN 048/10: "Navy Implementation and Oversight Plan for the Department of the Naval Safety Vision and Secretary of Defense Mishap Reduction Goals"

Safety Self-Assessment Guide



ON THE WEB: NAVY SELF-ASSESSMENT REPORTING

<http://www.public.navy.mil/NAVSAFECEN/Pages/OSH/nsar-index.aspx>

Recognize Problems

Communicate Intent

Institute Solutions



Aviation Ordnanceman 1st Class Jason Luthge, assigned to amphibious assault ship USS America (LHA 6), directs forklift traffic across the flight deck during an ammunition on-load. (Photo for illustration only)

► TRAFFIC-RELATED MISHAPS

The chance of being involved in a traffic mishap is the biggest challenge we face each day

Expert assessment

Safety specialists take a close look at traffic and recreation programs to ensure compliance and command-level success

By Bonnie Revell



Safety program assessments and self-assessments are required per the Navy Safety and Occupational Health Program manual. However, they should not be regarded as just another task or inspection that must be completed. When Naval Safety Center teams assess a command, they are there to help, not to criticize the command and write scathing reviews. These assessments are for your benefit to assist in improving the safety program.

Command Assessments

Safety subject-matter experts (SMEs) from the Safety Center will come to your command when our records indicate your command is due for an assessment or by request from your command. When the assessment team arrives they will review all of your safety programs to include the traffic

and recreational off-duty safety (RODS) portion. They will provide guidance, direction, feedback and helpful tips in making your program a success.

Some interesting items and common discrepancies we have noted over the years of conducting assessments include:

- Improper or non-existent passdown from one safety petty officer to the next (e.g., standard operating procedures, instruction binders, lessons learned, etc.).
- Motorcycle safety representatives not using the Enterprise Safety Applications Management System (ESAMS) to track motorcycle riders and manage their commands' motorcycle safety program.
- No documentation of traffic safety training for personnel under the age of 26.

REFERENCES

Navy Safety and Occupational Health Program Manual (OP-NAVINST 5100.23)



- Many commands do not have a recreational off-duty program established. This includes identifying personnel who participate in high-risk activities.

Once the assessment is complete you can contact any Safety Center assessment team member if you have any questions or you need further guidance.

Self-Assessments

Self-assessments are another critical part of the equation and are an effective tool in identifying hazards and controlling risk. Self-assessments are required every year according to the manual, but may be conducted weekly, monthly, or quarterly, based on the type of organization, potential hazardous activities or at the direction of the commanding officer. The safety officer conducts these assessments.

Some examples of items to assess:

- Ensure RODS and seasonal off-duty safety briefings are available and provided to all personnel prior to federal holidays, extended weekends, foreign port visits, and when returning from deployment.
- Identify all motorcycle riders at command and ensure they are registered in ESAMS.
- Ensure command has an established motorcycle mentorship program to promote rider education, safety, and training.
- Identify personnel who engage in high-risk activities and ensure they receive safety briefings prior to participation in those activities.
- Safety program assessments and self-assessments are designed to help you identify and correct hazardous conditions before they become mishaps. They are for your safety. ●



Ms. Revell has been a safety professional for more than 25 years. She works in the Shore Safety Programs Directorate at the Naval Safety Center, where she serves as a traffic and recreation off-duty safety specialist.



File photo

Workplace inspections as mishap deterrents

By Joseph Peretto

Workplace inspections are one of the principal means of detecting hazards and unsafe behaviors that may develop in a workplace over time. Supervisors and employees should always be on the lookout for hazards and unsafe behaviors; but there are occasions where they may overlook hazards due to complacency.

Workplace inspections help to ensure hazards are identified and corrected before a mishap occurs. An inspection may be conducted by a safety and health professional, collateral duty safety officer, supervisor, higher level of command or through base operating services. Inspections may reveal

conditions, procedures, and practices that, if allowed to continue, could lead to mishaps. Especially targeted hazards might be scheduled, such as wearing safety glasses one month and then using machine guards the next. Your installation safety office and preventive medicine activity are another resource that can help conduct these critical inspections. Although workplace inspections are usually scheduled once annually, what happens during the remaining 364 days of the year? Employees are the eyes and ears of the deckplates and are a key extension for a command safety office in ensuring responsibility for one's own, as well as safety and health of others.

Chief Machinist's Mate Rob Lammerding (left) and Hull Maintenance Technician Fireman Thomas Timmons review message blanks during a command assessment of readiness and training (CART) II and an inspections drill aboard the aircraft carrier USS George Washington (CVN 73) to ensure the ship is mission ready.

During workplace inspections, checklists are sometimes used. Line items from the Code of Federal Regulations, National Fire Protection Agency, American National Standards Institute and other agencies regulations may be utilized. The Naval Safety Center occupational safety and health web page offers downloadable comprehensive checklists. The Safety Center checklist and other checklists are not (and should not be) considered complete. Checklists are designed to give a basic of what to look for. Anything that is considered out of the ordinary or just does not seem right should be immediately reported to the safety officer for further investigation and evaluation. Prior to using a checklist, the individual using it should be properly trained.

Inspection Frequency

Inspections and assessments of operations, practices and facilities are required annually, or more often if necessary. Inspection frequency may be daily, weekly, monthly or quarterly based on the type of organization and potential hazardous activities and conditions.

Frequently changing workplace conditions or high-risk operations warrant more periodic checks to ensure safe performance. Inspection procedures will emphasize use of observation, interviews, operational reviews, performance testing, and similar techniques designed to detect high risk of both unsafe acts and conditions at the earliest possible time.

Most concerns during formal inspections or assessments is complacency and ignorance of the standards. Be on the lookout during inspections for statements such as, "that has been like that for a while," or "that has been written up X number of times and is never fixed." These obviously indicate issues that need to be addressed.

Routinely Identified Items

During formal annual inspections and assessments there are some deficiencies

that are generally identified such as electrical (e.g., daisy chains, excessive use of extensions cords, overloaded junction boxes). These items should be identified by the employees and supervisors in routine inspections and assessments.

Formal inspections should focus on items not routinely inspected or assessed. While performing formal inspections/assessment, non-routine items such as ergonomics (work benches, desks), fall protection (equipment) inspections, respiratory protection (equipment) inspections, confined space entry equipment should be inspected. Does the command have a recent industrial hygiene survey? Do the employees know where the survey is located? Do the employees know how to read it? Is the survey being adhered too?

What Can You Do?

With all the established inspections and assessments, why does safety still get bypassed? This is an unfortunate and recurring occurrence. Is someone bypassing a work center safety requirement no matter what it is? Sadly, the answer is yes; and it probably happens every day.

Does taking a short cut or bypassing a safety regulation always cause a fatality or injury? No, it does not. Are some safety rules a pain? You bet they are. However, these rules and regulations are required and are here for your protection.

Most rules are written in blood. Someone has been seriously injured or killed requiring the establishment of most rules, procedures and standards. Obey and follow the rules and standards. Also, if you see something wrong say something. The life you save could be your own. ●

A basis of a good safety inspection will:

- ▶ Detect missing equipment guards, poor housekeeping, inadequate maintenance of tools, or other unsafe conditions or equipment that might cause mishaps.
- ▶ Detect shortcuts or other unsafe actions by personnel such as operating equipment without authority or at unsafe speeds, unsafe handling of materials, and using improper personal protective equipment.
- ▶ Encourage employees to inspect their own work areas and practices.

These can be accomplished by supervisors or employees.



.....
Mr. Peretto works in the Shore Safety Programs Directorate at the Naval Safety Center, where he serves as a safety and occupational health specialist.

Predict and prevent

Safety Center teams continually seek opportunities to predict and prevent potential mishaps

By LCDR C.J. Warren
Peer Reviewed by CAPT Billy Murphy

Who doesn't enjoy a good inspection? Last-second running around to update program binders that haven't been referenced in years; vision statements, policies, and designation letters finally signed by the commanding officer just 10 short months after the change of command; the pleasant aroma of nervous sweat as division officers wait their turn to be told every mistake Airman Fumblefingers made while an angry-looking master chief looks over his shoulder.

Ahh, the sunny disposition of deck plate leaders who know that this is just the first in a series of redundant inspections. The best part? When the inspection is over, the squadron can finally go back to doing things the way they've always been done ... until the next inspection.

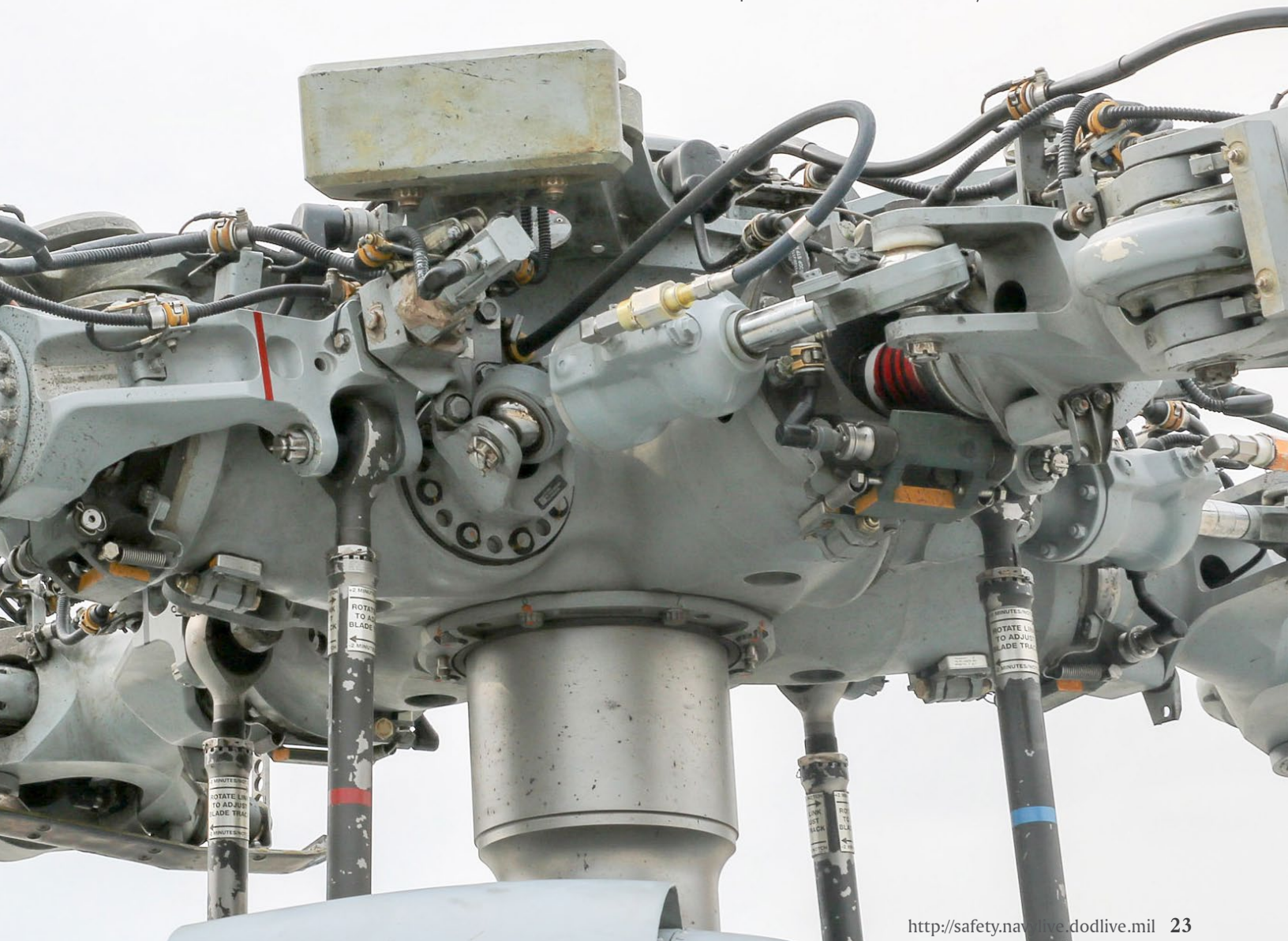


Who doesn't enjoy inspections? The Naval Safety Center, that's who! In 2015, the Safety Center switched from conducting safety surveys (everyone knew "survey" was just a sneaky way of saying inspection), to safety assessments.

It may seem like a simple change in semantics, but there truly is a difference between an inspection and an assessment. An inspection digs into program binders and documentation to determine whether or not a squadron is adhering to rules and regulations. An assessment is more focused on observing how you implement those programs and whether or not your procedures facilitate or hinder mission accomplishment. Aviation safety assessors spend a lot of time simply observing how a squadron executes its daily operations. To quote the great Yogi Berra, "You can observe a lot by watching."

So what have we observed during assessments? (Glad you asked.) We've found that many barriers to safe mission accomplishment are outside of squadron control: manning, training, and equipment challenges have become so pervasive that junior Sailors and Marines often don't ask for help since they know there's no point in raising concerns when everybody knows there's no money to address the issue. It makes leadership proud to see our Sailors and Marines finding resourceful ways a way to get the job done; however, it's disappointing that they are often ill-equipped to get the job done properly and on time.

A pilot assigned to HSC-22 preflights one of the squadron's MH-60Ss for flight. (U.S. Navy photo by Visual Information Specialist John W. Williams)



The observed work-around solutions are common: longer work hours, executing fewer flights, completing tasks without proper training, and/or unintended utilization of equipment. These solutions frequently create unrecognized hazards. Aviation assessment teams bring these hazards to the attention of commanding officers and their immediate superior in command (ISIC), enabling them to solicit and provide the proper manning, training, and equipment or consciously accept the associated risks. Aviation assessment teams share these fleetwide concerns with the Commander, Naval Safety Center, enabling him to give a powerful voice to these shortcomings at the flag and, at times, the congressional level.

Some barriers to safe mission accomplishment are within the squadron's control, however. The most common problems are procedural non-compliance and improper supervision. At almost every squadron, assessment teams observe the following: Sailors and Marines completing maintenance without referencing Interactive Electronic Technical Manuals (IETMs), collateral duty

THESE ASSESSMENTS, COMBINED WITH MISHAP AND HAZARD REPORTING, INFORM THE SAFETY CENTER'S DAILY ANALYSIS ACTIVITIES.

2016 AVIATION ASSESSMENTS

► 87 FLEET SQUADRONS

2016 FACILITIES ASSESSMENTS

► 14 INSTALLATIONS

inspectors (CDIs) performing the maintenance they are supposed to be inspecting, and khaki leadership at their computers bogged down with administrative duties. We've discovered a simple means to fix these universal issues – better supervisory presence. It turns out that our wrench-turners tend to actually use IETMs when khaki leadership is watching. CDIs resist the urge to do a job themselves when chiefs and officers are personally engaged. While there is no cure for every administrative task, there are far fewer required reports when Sailors aren't getting injured and aircraft aren't getting damaged.

Besides, who joined the Navy to sit at a desk all day? Stretch your legs every once in a while and take a walk to the hangar bay or flight line!

Assessments also provide an opportunity to interact with the fleet. Best practices are captured and shared with other squadrons, on-the-spot training can be conducted, hazards are discovered which are shared with sister squadrons and even with other communities. After an assessment trip, the team members return to their roles as safety analysts and disseminate the lessons learned, benefiting squadrons that were not lucky enough to be included in the assessment.

In 2016, the Safety Center continued to refine the assessment process, providing a more comprehensive report for commanding officers and their ISICs. This improved the delivery of actionable recommendations to mitigate hazards and issues facing the fleet. Squadron personnel are often pleasantly surprised that we would rather hear about their barriers to mission accomplishment than critique their program binders. In contrast to an inspection, going back to doing things the way they've always been done after the assessment is less likely, because the actionable items provided to the squadron and ISIC are aimed at equipping squadrons with the tools and resources required to get the mission done right.

In FY 2016, our aviation assessment teams conducted 87 fleet squadron safety assessments throughout the Navy and Marine Corps and our facilities assessment team (who concentrates on airfield support operations) assessed 14 installations. These assessments, combined with mishap and hazard reporting, inform the Safety Center's daily analysis activities.

The Naval Safety Center continually seeks opportunities to get left of the bang; to predict and prevent potential mishaps. Our country relies upon the Navy to always be ready to fight and win. That task is infinitely harder if we have broken personnel, broken aviators, or broken aircraft. By getting left of the bang, it allows our Sailors and Marines to preserve assets and save lives, so that they are ready to accomplish the mission when called upon. ●



LCDR Warren is an analyst specializing in H-60, MH-53, and TH-57 in the aircraft operations division of the Aviation Safety Programs Directorate at the Naval Safety Center.



Time-Critical Risk Management

Because conditions can change with little or no warning, being ready allows you to manage that change and minimize risks associated with it.

Experience is the result of all learning events.

The ABCD Model provides a common language and structure for a measured response when an individual, team or crew is executing a routine task or when they are under duress from a more complex situation resulting from additive conditions, crew factors, or task loading. Training to the ABCD Model will embed a set of patterns that will help personnel recognize and recall a set of actions to counter risk even when distracted. This simple and easy-to-remember mnemonic provides individuals with a means to evaluate risks and formulate mitigation strategies on-the-run and can easily be applied in both on- and off-duty situations.



- A** - Assess the situation.
- B** - Balance resources.
- C** - Communicate to others.
- D** - *Do* and *Debrief* the event.



ON THE WEB: OPERATIONAL RISK MANAGEMENT

<http://www.public.navy.mil/navsafecen/pages/ORM-EXW/index.aspx>

Marines assigned to the 31st Marine Expeditionary Unit (31st MEU) fast rope from an MH-60S Sea Hawk helicopter assigned to "Island Knights" of Helicopter Sea Combat Squadron (HSC) 25 on the flight deck of the amphibious assault ship USS Bonhomme Richard (LHD 6). (U.S. Navy Photo by Mass Communication Specialist 2nd Class Kyle Carlstrom)

Our experts at

Safety Center subject-matter experts who collectively have over 300 years of Navy experience work hard to carry out our mission of saving lives and reducing or eliminating damage to our resources and Sailors.

By CDR Jason Eaton, USN

I have one of the most rewarding jobs in the Navy. I get to help Sailors stay safe. As the surface ship division head, I am fortunate to work with a team of around 15 outstanding military and civilian subject-matter experts who collectively have over 300 years of Navy experience.

This team works hard to carry out the Naval Safety Center's mission of saving lives and reducing or eliminating damage to our resources and Sailors. The team truly comes into its own whenever we have the opportunity to get out in the fleet to conduct an afloat operational safety assessment, or AOSA. When our team comes aboard your ship to conduct an AOSA, we are bringing all the tools at our disposal to specifically help you improve your ship's ability to keep making the work environment safer, and not just to make another list of discrepancies for your Sailors to fix.

We travel worldwide to visit almost every ship in the active fleet every three years, in all of their homeports and sometimes even out at sea. The team sees many good things, and many bad things—but mostly we see good Sailors working hard to get the job done. This opportunity has been given to us to try to help Sailors to not just accomplish their own missions, but to accomplish all missions effectively—and safely.

The Safety Center team and I work for

two different customers: the Chief of Naval Operations (CNO) and the commanding officer of each afloat unit. Through the CNO (our primary customer), we also have access to the fleet commanders. Our responsibility to the CNO is to identify safety issues in the fleet that could prevent ships and Sailors from meeting their mission requirements. Hence, every piece of equipment on a ship matters to us, and every Sailor is an irreplaceable asset to be guarded.

We monitor the Web Enabled Safety System (WESS) for trends and issues that are being revealed by the hazard and mishap reports submitted to the Safety Center from the fleet. We review every major mishap and help draft recommendations for improvements. We interact with the engineers, naval architects, and planners who are building, maintaining and modernizing the fleet. We talk to the Board of Inspections and Survey as well as fleet oversight organizations including type commanders, afloat training groups and the immediate superiors in command to capture their inputs and observations. All of this gets distilled into good, actionable information that we use to make the fleet safer—the results of which we try to share with every Sailor in the fleet.

Our second customer is the commanding officer (CO) of each of our afloat units, and through him or her, the Sailors under their



your service



U.S. Navy photo by Visual Information Specialist John W. Williams

The Good & The Bad

Some examples of good and bad items we have noted gave us indications of the assessed unit's safety culture:

- ▶ All ventilation low-flow alarms and Parasense monitors were operational, although not all were fully in compliance with planned maintenance system.
- ▶ Ladders and lifeline deficiencies were quickly corrected or mitigated during the assessment.
- ▶ All major equipment appeared operational, and no significant work-arounds were noted. The ship was doing maintenance, just not always in accordance with all requirements. The crew remained focused on meeting mission, and not just getting equipment running in the short term.
- ▶ The ship's safety team conducted an internal assessment of safety administration prior to the assessment, and developed a plan of action and milestones for identified discrepancies. A significant amount of the materiel and administrative discrepancies or deficiencies discovered during the assessment were self-identified by ships force prior to the assessment.
- ▶ Live ammunition was left in place (although concealed by a cover) on an unloaded but unattended machine gun mount.
- ▶ Sailors were working topside in an area not enclosed by lifelines without either permission or safety harnesses. When challenged, they stated that they never use them for maintenance.
- ▶ Sailors were painting from a lift equipment without the required hard hats. When challenged, they acquired the proper gear. Later, the same Sailors were noted working over the water in the lift while wearing incorrectly donned life jackets and had to be challenged again.
- ▶ A breaker was tagged out improperly (tag on wrong breaker), but it was not caught either by the second check or a later audit.
- ▶ Significant numbers of electrical or electronic equipment lacked current electrical safety checks or were checked in accordance with incorrect periodicities.
- ▶ Hazardous discrepancies were identified and documented by the ship, but without any attempt to mitigate the hazard until it could be corrected.
- ▶ Leadership was observed walking past Sailors going up or down ladders carrying excessive gear and/or not holding onto handrails.
- ▶ A significant number of Sailors were not wearing hearing protection in the vicinity of grinding.
- ▶ The ship was not executing quarterly zone inspections.
- ▶ Respirators were being stored by work centers, and not returned at the end of the day to the respiratory protection manager.
- ▶ Hazardous material or excessive amounts of consumable items were improperly stored throughout the ship.

command. While our responsibility to that CO is in many ways similar to our responsibility to the CNO, it is in other ways exceedingly different. When the assessment team goes to a ship to help the CO, we do not go there just to look at lifelines and safety placards—we go there with the intent of helping the CO understand how well the ship is incorporating safety into operations and maintenance while accomplishing its missions. An AOSA is not an inspection, for there is no way the team can (or would) assign a pass or fail grade to an assessment. While we certainly do look at things such as adherence to safety regulations, operational procedures, and the status of safety equipment, we are really doing so as a means of gaining insight into a ship's safety culture.

When the assessment team is onboard a ship, we have no way to unerringly determine the true state of a unit's safety culture. What we do is not the same as reading a gauge—there is no specific scale or criteria for us to make a judgment upon. The scientific literature has developed some "discrimination tests" that can serve as useful guides for leaders, but we simply do not have enough insight on the unit to be able to use those tools effectively in the short period of time we are aboard. Using the discrimination tests requires observing a unit over time, while we are observing the unit for at most a day or two as they execute a very busy schedule. While the CO and immediate superior in command are in a good position to use those tests effectively, we simply do not have the ability to observe enough evolutions or behaviors over time to make unerring judgments.

Similarly, since we board each ship at different points in their training or deployment schedule, we do not have a good way of comparing one ship against another. What we are very good at is providing to a CO a list of observations of areas or events where the ship may be experiencing safety culture challenges, and those insights are based upon what my team and I have observed on

the deckplates while interacting with the crew and assessing their gear. To paraphrase Supreme Court Justice Potter Stewart, we may not be able to say explicitly what all the pertinent elements of the safety culture for a specific ship are, but we know them when we see them.

The assessors' primary purpose when going onboard a ship is to act as an outside set of eyes for the CO. Every CO has a picture of what they believe the safety culture of their ship is; before we depart the ship we will present the CO with observations that they can use to either substantiate or challenge this picture. Hopefully our observations will reinforce what the CO already believes, but there are times when our observations will challenge those beliefs.

The two most important tools we bring when we visit a ship are our experience and our checklists. We do safety as our job, not just as a part of it. The team is not distracted by other tasks and requirements when we are aboard; we are just there to look at safety.

While our primary task is gaining insight into the ship's safety culture, we will find discrepancies while we are looking for those insights. That is part of our job, and we are good at it. We find discrepancies on every ship, and the list is pages long after every assessment. Bear in mind we do a lot of assessments and have gotten pretty good at spotting issues, and we have our checklists to focus our efforts.

Occasionally we find something new, but the vast majority of the discrepancies are things we have seen before. Checklists are the team's single most valuable tool, and the most effective way to pass on lessons learned from the analysis of the safety data and the deckplates. If it is in the checklists,

AFLOAT ASSESSMENT CHECKLISTS

- ▶ The team's single most valuable tool.
- ▶ The most effective way to pass on lessons learned.
- ▶ Refined and updated for well over 30 years.
- ▶ Continuously validated for currency and accuracy.

If it is in the checklists, it is there for a good reason.

We're here to help... Really.

it is there for a good reason. It should come as no surprise that most of the items in the checklists are not new. These checklists have been refined and updated for well over 30 years, which is as far back as the collective memory of my team goes. We continuously validate them and update them to ensure that they are as current and useful as we can make them.

When the team steps aboard, the intent is to get through as much of the checklists as we can. This provides several things that will be useful to both the ship and our team. At its most basic level, the assessment will give the ship a specific list of items that must be corrected to comply with Navy standards and safety regulations.

Two things are important to keep in mind about our discrepancy lists: the list will never be all-inclusive, we can't find everything wrong in a few hours; and the list is more about giving the ship's leadership an idea on how well they are self-assessing than it is about creating another list of things to fix.

Hopefully, most discrepancies will be known items that already have plans in place to correct. We annotate this whenever we find it, for it is a positive indicator for safety culture—just as we will if a discrepancy gets fixed before we leave. Ultimately, each of these discrepancies is a great opportunity for my team to interact with the crew. Whenever possible, we ask questions to find out what Sailors know about the issue, and what they have done about it. If they knew about it, what kept them from acting upon it? Were there any obstacles to correction that we can highlight for the command? Did they feel their part was done once they reported it up the chain, never having mitigated the hazard until it could be properly corrected? Every one of the discrepancies we find and the answers we receive helps to build a snapshot of the ship's safety culture that we can later provide to the CO.

While we are executing our checklists, we are walking around the ship and observing. If we come across an ongoing operation or evolution, we stop and watch it. Our observations on things such as procedural compliance, incorporation of operational risk management and time critical risk management, whether Sailors are wearing their personal protective equipment, or how well the Sailor's on the ship look out for each other as they move around the ship all build the picture that we provide to the CO before we leave.

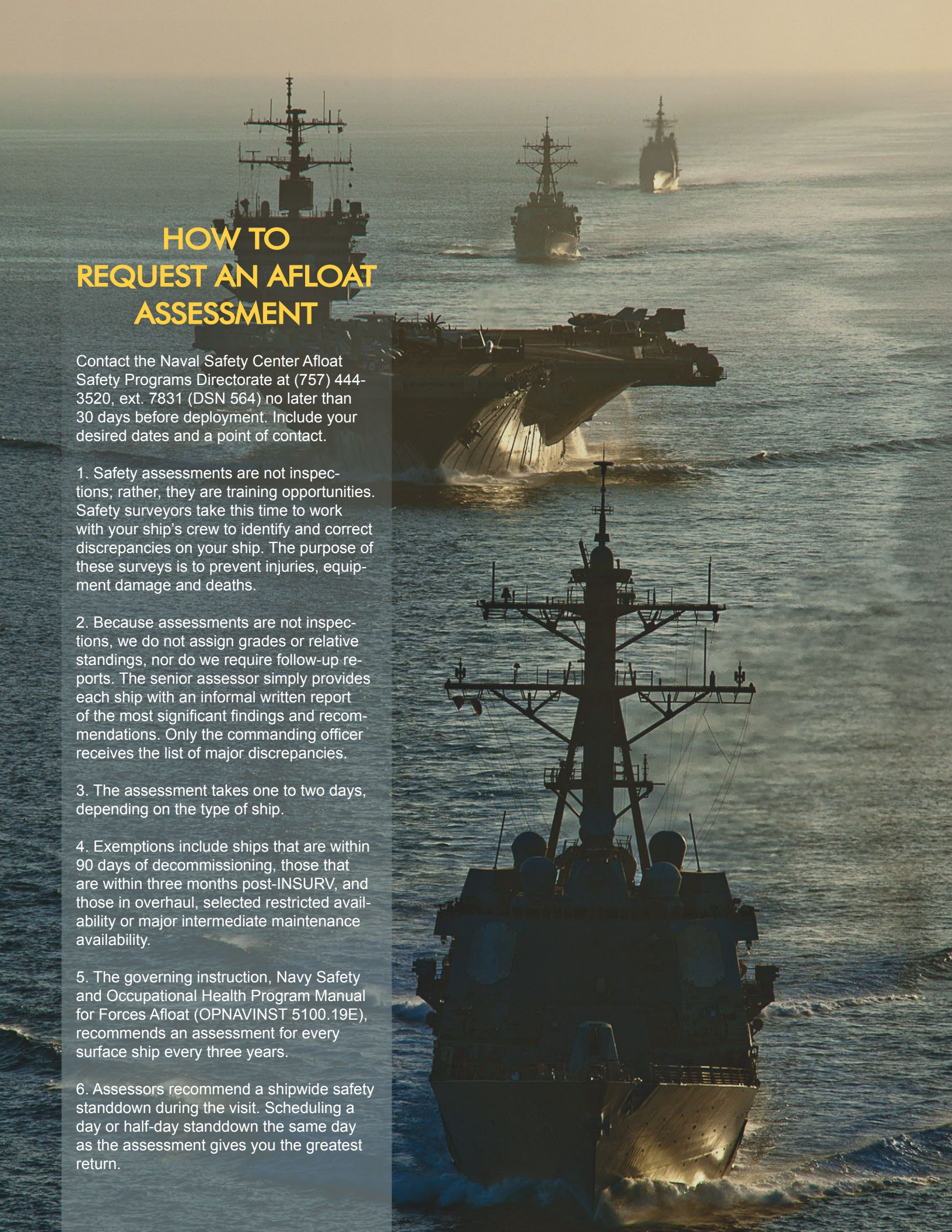
The picture we present will be based upon the references in our checklist. Everything we write into our reports has a reference to back it up, or it will not make it into our report. The ship will receive the list of discrepancies, and we'll also point out the items which we believe are relevant to the unit's safety culture. As the team leaves a ship, we leave having learned things for both of our customers—the CNO and the CO. We have identified safety issues for correction, enabling us to monitor for fleet-wide trends. We leave the ship's leadership with a list of discrepancies to be corrected. This list is not just to help get the ship into compliance, but also to compare to what the ship had already identified in order to validate self-assessment capability. We trained Sailors, assessed the knowledge level onboard, and gave the CO a snapshot of safety culture indications we saw to compare to his or her own observations. Most importantly, we hope we have helped prepare the ship to keep making itself safer for the future, to carry it through until our next visit in three years.

After all, we're here to help ... Really. ●

Two things are important to keep in mind about our discrepancy lists: the list will never be all-inclusive, we can't find everything wrong in a few hours; and the list is more about giving the ship's leadership an idea on how well they are self-assessing than it is about creating another list of things to fix.



CDR Eaton is the head of the surface ship division in the Afloat Safety Programs Directorate at the Naval Safety Center.



HOW TO REQUEST AN AFLOAT ASSESSMENT

Contact the Naval Safety Center Afloat Safety Programs Directorate at (757) 444-3520, ext. 7831 (DSN 564) no later than 30 days before deployment. Include your desired dates and a point of contact.

1. Safety assessments are not inspections; rather, they are training opportunities. Safety surveyors take this time to work with your ship's crew to identify and correct discrepancies on your ship. The purpose of these surveys is to prevent injuries, equipment damage and deaths.

2. Because assessments are not inspections, we do not assign grades or relative standings, nor do we require follow-up reports. The senior assessor simply provides each ship with an informal written report of the most significant findings and recommendations. Only the commanding officer receives the list of major discrepancies.

3. The assessment takes one to two days, depending on the type of ship.

4. Exemptions include ships that are within 90 days of decommissioning, those that are within three months post-INSURV, and those in overhaul, selected restricted availability or major intermediate maintenance availability.

5. The governing instruction, Navy Safety and Occupational Health Program Manual for Forces Afloat (OPNAVINST 5100.19E), recommends an assessment for every surface ship every three years.

6. Assessors recommend a shipwide safety standdown during the visit. Scheduling a day or half-day standdown the same day as the assessment gives you the greatest return.

Check out all the new 360°SAFE
branded magazines at
<http://safety.navylive.dodlive.mil/>

360°SAFE | **360°Sea&Shore** | **360°Approach** | **360°MECH**

THE OFFICIAL SAFETY MAGAZINE OF THE NAVY AND MARINE CORPS

ONLINE

A Change in Strategy For Delivering Our Safety Message
FOREWORD BY RDML CHRISTOPHER J. MURRAY For more than three decades, the media communications industry has been changing with the times. Information sharing has dramatically evolved from daily newspapers, slick magazines and desktop personal computers to portable laptops with wireless internet capabilities. Today, data is synonymous with smart mobile devices.

TOP STORIES

- Not Seeing The Forest For The Trees** (MARCH 30, 2017)
- A Change in Strategy For Delivering Our Safety** (MARCH 29, 2017)
- Overconfidence, Complacency and Checklist** (MARCH 28, 2017)

Magazines

- 360°SAFE Magazine
- Approach Magazine
- Mech Magazine
- Sea & Shore Magazine

Pages

- Bravo Zulu
- Submission Guidelines

Latest Posts

- 360°SAFE
- Afloat Safety
- Ashore & Off-Duty Safety
- Aviation Maintenance Safety
- Aviation Safety
- Editor's Pick

Archives

- March 2017

AVAILABLE NOW

Full PDF Magazines

Printable Articles

Contact us at SAFE-MediaFdBk@navy.mil