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PSNS & IMF

USS CARL VINSON BACK IN THE FIGHT

Carrier fully modernized, combat ready after completing six-month planned incremental availability

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Four EDP graduates honored during ceremony



Toolmaker apprentice program key to readiness



Longtime employees honored for their service

On the cover:

Sailors work aboard USS Carl Vinson (CVN 70), which recently completed a six-month planned incremental availability in San Diego.

(U.S. Navy photo by Mass Communication Specialist Seaman Madisyn Coombs)

Team PSNS & IMF,

Several months back, I issued a letter authorizing the use of Artificial Intelligence tools as they become available throughout the shipyard. Today, I'd like to take the opportunity to encourage everyone — from frontline workers to engineers, technicians and support staff — to begin the process of adopting the use of AI and its capabilities into your daily workflow. To that end, we are actively working to expand access to AI across the command so that it's available to everyone.

AI is designed to synthesize large amounts of data quickly, helping to reduce the amount of administrative overhead, which will allow the workforce time to do what it does best: executing our mission to maintain, modernize and retire the Navy's fleet. AI is a powerful tool, and there's no time like the present to take advantage of it.

One significant addition to our toolkit is newfound access to Palantir as part of the Foundry development environment, which comes to us through the Maritime Industrial Base's ShipOS contract. These tools are designed to help us improve submarine maintenance, accelerating the return of Fleet assets back to the fight. One such application within Foundry is a tool called ShipMate, which is designed to help workforce members search our enormous reference database to find information and improve their decision making. Other tools in development will target specific challenges faced by shops and codes on a regular basis, including document certification, TGI development and resource allocation.

As is usually the case with opportunities for growth, there will be challenges. One specific area that we are working through is broad-based use and permissions of these emerging technologies (how and when you are allowed to make use of AI in your daily work). It's our job as leaders to remove that ambiguity. With that in mind, the team in Code 100TO is working diligently with your department leadership to begin issuing instructions over the coming weeks to help clarify the use of Foundry and other AI platforms in your daily work.

To be sure, this is truly an exciting time for the shipyard. Technology is evolving, and now is the time to get on board or risk being left behind. That's why I now strongly encourage the use of these new technologies by all shipyard personnel as they become available in the weeks ahead within your specific shops and codes. Additionally, your feedback will help guide the continued development of these tools as they apply to our vital work. This technology can provide real value for the workforce, and you are the key to unlocking its full potential. In some cases, individual employees may also be called on to participate directly in the development of certain AI tools.

Just as with Model Line, this is an important way for you — the frontline worker — to directly impact the future of this command. Be active. Engage with your various development teams when given the opportunity. Your insights will greatly shape the direction of the shipyard and its use of AI for years to come.

As always, thank you for everything you do for our command, our Navy and our nation. A Ready Team Defines Us. Quality Drives Us. Mission Unites Us.


Captain JD Crinklaw
Commander, PSNS & IMF

EXECUTIVE DEVELOPMENT PROGRAM

Four future leaders honored during EDP graduation ceremony

PSNS & IMF Public Affairs

Four Puget Sound Naval Shipyard & Intermediate Maintenance Facility and Trident Refit Facility employees were honored during a graduation ceremony, June 30, in the Shipyard Auditorium for their completion of the Executive Development Program, Cadre 37.

Becky Bianco, non-nuclear director, Code 900, Trade Shops; Tom Daniels, weapons repair deputy department head, Code 700 TRF, Weapons Repair Department; Jay Singleton, chief test engineer, Code 246, Test and Work Control Engineering Division; and Jerry Smith, project material branch manager (submarine), Code 520.2, Project Material Branch (Submarine), were presented certificates by Capt. JD Crinklaw, commander, PSNS & IMF, during the ceremony.

The PSNS & IMF EDP takes approximately six-months to complete, which includes a four-week rotation through the NAVSEA 04 organization, one-week rotations at each public shipyard, a week in Yokosuka, Japan, and a rotation through all the PSNS & IMF departments.

EDP is designed to provide future senior leaders with enhanced perspective and leadership skills that will help them serve PSNS & IMF during their careers.



ABOVE: Capt. JD Crinklaw, center, commander, PSNS & IMF, poses for a photo with 2026 Executive Development Program graduates (from left) Jay Singleton, chief test engineer, Code 246, Test and Work Control Engineering Division; Becky Bianco, non-nuc director, Code 900, Trade Shops; Tom Daniels, weapons repair deputy department head, Code 700 TRF, Weapons Repair Department; and Jerry Smith, project material branch manager (submarine), Code 520.2, Project Material Branch (Submarine), June 30, during a ceremony in the Shipyard Auditorium. (U.S. Navy photo by Scott Hansen)

SAVE THE DATE

Change of Command

Friday, Aug. 14 at 10 a.m.

Building 460

There will be a livestream of the event and a recording will be posted on Facebook for those unable to attend.



ABOVE: Longtime instructor Kevin Berg teaches third-year apprentices Jakob Miller (left) and Michael Robinette, both toolmaker apprentices, Shop 31, Inside Machinist, how to set up a vertical injection mold press. (U.S. Navy photo by Scott Hansen)

THE TOOLMAKER

Under the direction of longtime trade instructor Kevin Berg, the shipyard's once-shuttered toolmaker apprentice program has become essential to Navy readiness

By Ben Hutto
PSNS & IMF Public Affairs

When Kevin Berg graduated from the toolmaker apprentice course at Puget Sound Naval Shipyard & Intermediate Maintenance Facility in 1994, he believed he was witnessing the end of an era. Shortly after he completed his training, the program was shuttered.

However, in 2016, after a 12-year absence, the course was resurrected. Berg stepped up to become the program's first instructor in over a decade. Now, as he prepares to retire this August, Berg leaves behind a revitalized pipeline

of specialized workers essential to the U.S. Navy's global readiness.

"I'm lucky," Berg said. "To see this program go away, to help bring it back, and to pass along all that knowledge, it's been wonderful. I've been happy watching my students go out and make things better."

Recognized by the Department of Labor and Industries, the Shop 31 Tool, Cutter and Grinder apprentice class is small, typically training between two and five students at a time. However, the curriculum is rigorous. Over a multi-year track, students must master tool and die design, precision grinding, metallurgy, shop mechanics, and geometric dimensioning and tolerancing.

Despite the small class sizes, their operational footprint is massive.

"Toolmakers support all work that goes on here at the shipyard," Berg said. "We support any shop that works on the

deck plates. There isn't one tool or shop we focus on. Our job isn't simple, but our mission is: Anything we can do to make the trades more effective, we do."

During their first year, students tackle 14 distinct foundational projects. This is followed by two years of advanced coursework and a final year of shadowing and hands-on training directly on the shop floors.

According to Berg, toolmakers must be highly adaptable. Graduates deploy globally—from Everett and San Diego to Japan and onto deployed aircraft carriers—to ensure crews are equipped. Their work bridges old-school craftsmanship and high-tech manufacturing, ranging from hand-chiseling and filing raw metal to programming precise part specifications into computer-controlled machines.

Because of the high stakes, Berg stresses basic administrative discipline alongside technical skills. Instructors require students to write out their "blue sheets," which are the physical forms PSNS & IMF uses to track labor hours and productivity, entirely by hand.

"We want to ensure when they get out to the workforce, they are paying attention to what's in them," Berg said. "We want them to understand why being honest and accurate with hours is important. As a toolmaker, we understand that those sheets are important tools to ensure a quality experience."

With Berg stepping down, Michael Geier, a fellow Shop 31T trade instructor, is slated to take the helm. Geier was one of Berg's first students when the program returned and has served as a substitute instructor for the last decade.

"This program is small, but mighty," Geier said. "That 12-year gap where we were not producing new toolmakers left a gap in our pipeline. We are filling that now. The students we are putting out are excited and ready to make an impact."

Geier noted that a toolmaker's core function is ultimately creative problem-solving.

"In this program, there is a lot of math and design, but it



ABOVE: Kevin Berg says the apprentice program textbook the "Machinery's Handbook" is so essential, "it's the machinist's bible."

See **'TOOLMAKER'** on page 9



ABOVE: Trade instructor Kevin Berg leads a Toolmaker Trade Theory class for third-year apprentices, July 5, inside Building 431 at Puget Sound Naval Shipyard & Intermediate Maintenance Facility in Bremerton. (U.S. Navy photos by Scott Hansen)



ABOVE: Electronics Technician 2nd Class Alek Gomes works aboard USS Carl Vinson (CVN 70), March 3, during the carrier's recent planned incremental availability in San Diego. (U.S. Navy photo by Mass Communication Specialist Seaman Ian Florek)

USS CARL VINSON RETURNS TO THE FLEET

Carrier completes six-month planned incremental availability

By Max Maxfield
PSNS & IMF Public Affairs

The project team lead by Puget Sound Naval Shipyard & Intermediate Maintenance Facility as the Naval Supervising Authority, completed a six-month planned incremental availability on USS Carl Vinson (CVN 70) June 12 at Naval Air Station North Island in San Diego.

The PSNS & IMF team worked closely with Ship's Force, Southwest Regional Maintenance Center, Newport News Shipbuilding, Norfolk Naval Shipyard, the Type Commander, Naval Sea Systems



AT LEFT: Carl Vinson Sailors salute during a live broadcast of a NASCAR Cup Series race on Naval Base Coronado, June 21. (U.S. Navy photo by Chief Mass Communication Specialist Shannon M. Smith)

Command, and other supporting organizations, to complete the availability, which finished with an incredible amount of new and growth work.

"Although the availability technically concluded 23 days past its original target, it stands as a highly successful completion and a major win for the United States Navy," said Naomi Holt, the CVN 70 deputy project superintendent. "Facing a massive influx of critical new and growth work far exceeding historical norms, the team successfully absorbed months' worth of unplanned repairs and executed them in minimal extra time. This exceptional performance prevented a more significant schedule slip and returned a fully modernized, combat-ready carrier to U.S. Pacific Fleet."

According to Shane Browning, the CVN 70 project superintendent, this was a material condition-driven outcome, which had to account for a weighted work scope growth of more than 30,000 resource days manifesting in an already resource constrained environment.

Getting an early start on some of the work and inspections helped drive the team's focus and develop foundational resilience, propelling the team into a high paced execution window.

"We started the 1 and 4 Main Engine Nozzle Plate repair/replace sequence ahead of our official start date," Browning said. "Cool down, Nuclear Lab Inspection, Catapult 2 disassembly, the installation of temporary electrical services, and steam plant drying were also started early."

"The topside and combat system teams upgraded shipboard communications by installing the latest Navy Tactical Common Data Link," Holt said. "Concurrently, the team executed structural and mechanical repairs on Catapult 2 to ensure reliable and safe aircraft launch operations. Propulsion reliability was secured through the technical replacement of the 1 & 4 Main Engine nozzle plates. Additionally, the team completed the 2 reboiler retube, a comprehensive preservation package, and a monumental potable water tank inspection plan."

Holt said the availability was defined by unwavering leadership, hard dedicated engineering and wrench turning work, propelled by historic technical firsts and unprecedented scope expansion.

"The shipyard installed the first-time ship alteration Thermal Margins, which established a critical modernization baseline for the rest of the fleet," she said. "The availability was also marked by a massive surge in topside engineering



requirements, which demanded the resolution of more than 500 Request for Contract Changes, which is a sharp increase compared to the average of around 400 RCCs seen during the previous two San Diego availabilities."

"On the technical front, the team executed the first-ever machining of the 5 Coolant Motor Generator Slip Ring Grooves in direct collaboration with Naval Undersea Warfare Center-Keyport, which created a new precision-repair capability to regional maintenance," Holt said. "Additionally, the availability marked the first-time implementation of the NAVSEA Material Kitting Standard at Naval Station North Island. This logistics standard pre-packages, organizes, and stages all necessary parts and tools for specific work packages before they reach the deck

ABOVE: Driver Joey Lagano races his red, white and blue "No. 22" car past USS Carl Vinson (CVN 70), June 21, during a special NASCAR Cup Series: Anduril 250 race on the streets of Naval Base Coronado in San Diego while the Nimitz-class aircraft carrier was pierside. The event helped mark both the nation's and the Navy's 250th birthdays.

(U.S. Navy photo by Mass Communication Specialist 1st Class Matt Hall)

See '(CVN 70)' on page 9



ABOVE: Smoke from the burning USS Forrestal (CVA 59) fire (left) could be seen for miles off the Vietnam coast July 29, 1967. The tragedy claimed the lives of 134 Sailors and aviators (right). Another 161 crewmembers were injured. (U.S. Navy photos)



Navy took lessons from tragic carrier fire to heart

Naval History and Heritage Command

Tragedy struck USS Forrestal (CVA 59) and its crew July 29, 1967, when a severe fire broke out on board the aircraft carrier as it operated off the coast of Vietnam, resulting in the second worst loss of life on a U.S. Navy ship since World War II.

The fire claimed the lives of 134 Sailors and aviators that day. Another 161 were injured, and 21 aircraft were destroyed.

The tragic incident's legacy resulted in a long list of lessons learned, which later helped transform the Navy's approach to firefighting, damage control and ordnance handling in the decades that followed.

The Forrestal crew was preparing to launch an attack approximately 150 miles off the North Vietnamese coast, when tragedy struck. After turning into the wind in preparation for launch, one of four aircraft, a McDonnell Douglas F-4B Phantom II, accidentally fired a Zuni 5-inch rocket, which slammed into another plane on the port side waiting for launch. Within seconds, a fire erupted, fed by a ruptured 400-gallon fuel tank, rapidly enveloping the Skyhawks on either side of the damaged aircraft.

Minutes later, the first of many high- and low-level

explosions occurred, as heat from the fast-burning fire started to cook-off an arsenal of bombs, rockets and 20mm rounds. Survivors recall seeing rockets and shells flying across the deck and ejection seats fired into the air. Seven major explosions shook the ship during the first four minutes of the fire, as nearly 40,000 gallons of JP-5 jet fuel from aircraft on the flight deck helped spread the inferno.

A huge cloud of black smoke could be seen for miles as it billowed upward, blinding crewmen racing to battle the flames, which had engulfed the fantail, setting off ordnance and trapping Sailors below deck. Survivors witnessed bombs, glowing red from the heat, blast holes in the ship. Ruptured fuel tanks spewed jet fuel from beneath the burning aircraft onto the flight deck, feeding the fire and trapping pilots in their planes, forcing them to escape through the flames or be incinerated in their cockpits.

The Forrestal fire resulted in significant changes in the way the Navy trains for shipboard damage

control, including firefighter training for crewmembers. Flight-deck washdown systems to spread water or foam as needed were also installed, and a Weapon System Explosives Safety Review Board was established.



ABOVE: USS Forrestal (CVA 59) is pictured while on maneuvers with the Sixth Fleet. (U.S. Navy photo)

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plates, which significantly reduces transit times and simplifies the material issuance process for the mechanics."

According to Browning, the automated condenser cleaning process developed by PSNS & IMF continues to be a high-value process improvement. The project team was also able to expand the use of simultaneous operations and 8010 efficiencies through the electronic hazard assessment report process.

He said the amount of work, the complexity of the tasking, and the overall scope being performed by the team, made for an exceptionally intricate and impactful availability that couldn't have been performed as efficiently as it was without exceptional partnering and teamwork among all the stakeholders and support organizations.

"The battle against the clock was fierce," Browning said. "Ultimately, the availability's completion date shifted, but through sheer perseverance, the team achieved an unprecedented heavy lift. We did not lose the underway window due to the unyielding anchor point between immense operational schedule pressures and absolute technical rigor."

Holt said by executing vital propulsion and flight deck work alongside the expanded work package with maximum efficiency, the integrated team proved that agility and shared mission dedication can turn a massive technical challenge into a premier example of successful execution.

"Although concluding past its original target, this availability represents one of the most remarkable and resilient victories," she said. "The integrated team did not merely execute a baseline plan; they absorbed an unprecedented surge of new and growth work. The successful execution of this highly complex availability was made possible by a unified, multi-command coalition of naval maintenance authorities and industrial partners working in lockstep. The integrated top side team was led by the SWRMC, which provided critical oversight and contract management alongside NNS."

Browning agreed.

"It's important to recognize the multiorganizational pivoting that took place across the board, from protecting the wrench-turning mechanics and deck plate



ABOVE: Aviation Boatswain's Mate (Equipment) Airman Apprentice Gunner Murphy (left) and Aviation Boatswain's Mate (Equipment) Airman Noah Beechtree apply synthetic lubricant to a catapult on the flight deck of Nimitz-class aircraft carrier USS Carl Vinson (CVN 70), April 6. Carl Vinson recently completed scheduled maintenance at its homeport in San Diego while remaining a combat-ready force dedicated to protecting and defending the nation. (U.S. Navy photo by Mass Communication Specialist Seaman Ian Florek)

engineers, simultaneously meeting the strategic demands of the TYCOM, PACFLEET, NAVSEA, SWRMC, and NNS; aligning with the Mission, Vision, Values of PSNS supported the safety of the sailors who are protecting our nation," he said. "This team rallied under a unified 'don't give up the ship' attitude, coupled with a 'One Team One Fight' mantra. Through incredible grit, exceptional leadership at every level, and a historical organizationally integrated effort, the goal became clearer as challenges were met."

Browning said the team expected a straightforward six-month planned incremental availability with nominal margin accounted for. However, the unpredictable nature of naval maintenance means "straight forward" is often the first casualty. Despite all the challenges the team had

to overcome, they were able to deliver Vinson back to the fleet combat ready with improved lethality.

Vinson was repeatedly visible during a televised NASCAR race on a course created less than 200 meters from where the vessel was moored. Browning said he was proud seeing the vessel that the unified team worked so hard on, representing the U.S. Navy's powerful presence to a worldwide audience.

"Observing the ship we had poured so much blood, sweat, and tears into gleaming on the big screen was an incredible honor for everyone involved," he said. "It stood as a towering testimony to the unbreakable spirit of the maintenance teams who conquered one of the most difficult, high-stakes availabilities accomplished in San Diego."

'(TOOLMAKER)' from page 5

is about taking knowledge and using it to figure out how to help people do their jobs better," Geier said. "We have to expose them to everything they could encounter, not just what the problem is right now."

Current apprentice Michael Robinette said

the demanding coursework pays off in real-world application.

"A lot of this is really stressful, but I like the challenge of designing a piece of equipment that will save people time on a job," Robinette said. "At the end of the day, it's super satisfying to see the final product."

As Berg prepares to hand over the

classroom to Geier, the legacy and future of the Shop 31T program remain secure. While their work often happens behind the scenes, these quiet problem-solvers act as the shipyard's ultimate force multipliers—ensuring that every mechanic and technician on the deck plates has exactly what they need to keep the fleet sea-ready.

LENGTH OF SERVICE | 15 employees honored for their combined 630 years of federal service to the nation



ABOVE: Capt. JD Crinklaw, commander, PSNS & IMF, poses for a picture with employees who were honored for their many years of federal service June 29, during a Quarterly Length of Service awards ceremony in the Shipyard Auditorium. Pictured (from top left): Robert Naifeh, Code 200; Jeffrey Colescott, Code 200; Iluisito Santos, Code 600; Avin Johnson, Code 105; Brent Ferguson, Code 900; Carl Henry, Code 700; Andy Routh, Code 2300; Jason Schmidt, Code 106; Herman Vasquez, Code 900; Eddie Ko, Code 700; William Worley, Code 1100; Victor Yaksic, Code 200; and Russell Wittenberg, Code 900. Not pictured: Alan Howard, Code 105; and Charles Price, Code 900.

AT LEFT: Capt. JD Crinklaw thanks the Length of Service honorees for their service.

(U.S. Navy photos by Scott Hansen)

Puget Sound Naval Shipyard & Intermediate Maintenance Facility

2026 FRIENDS & FAMILY DAY

AMERICA'S 250TH BIRTHDAY CELEBRATION

July 25, 2026

Saturday | 10 a.m. – 3 p.m.

See NYCU for more information and FAQs.

UPCOMING EVENTS

July 20

- Man on the Moon:** NASA's first moon landing took place July 20, 1969.



- Friends & Family Day:** The command will celebrate 2026 Friends & Family Day July 25.



- USS Forrestal (CVA 59):** Fire claimed the lives of 134 crew members aboard USS Forrestal (CVA 59), July 29, 1967.

Aug. 5

- Blood Drive:** The monthly Blood Drive will take place from 9 a.m. to 3 p.m., Aug. 5, in Building 850A.

Aug. 29

- Marine Reserve Birthday:** The U.S. Marine Corps Reserve will celebrate its birthday Aug. 29.

Corrective Actions

During the month of **June 2026**, the command had **37 actions**. The following are examples and associated behaviors.

- 7

SUSPENSIONS
(Non-supervisors) for failure to follow instruction, inappropriate conduct, lack of candor, unacceptable conduct, unauthorized absence, other.
- 6

REPRIMANDS
(Supervisors & non-supervisors) for failure to follow instruction, unacceptable conduct, unauthorized absence.
- 2

REMOVALS
(Non-supervisors) for excess unauthorized absence, failure to follow written/verbal instruction, other.

The remaining

22 ACTIONS

Demotions (1); Leave Abuse (LWOP) Letters (1); Letters of Caution (6); Medical Certification Letters (10); Return to Work Letters (3); Terminations (1).



Rideshare

Pierce Transit Vanpool: Picks up at Kimball Park and Ride in Gig Harbor, at 4:50 a.m. Departs shipyard at 2 p.m. Call 253-241-7895.

SALUTE

Salute, Vol. XVIII, No. 15
July 16, 2026
Next issue: July 30, 2026
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VOLUNTARY
Leave Transfer
PROGRAM

This program authorizes federal employees to donate annual leave to other civilian federal employees. If you wish to donate annual leave or have any questions, please contact the Human Resources Office at 360-476-8289/7015, or visit Building 435, 3rd floor, Room 338, or fax your donation form to 360-476-8723.

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Shop 26
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Shop 38
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- Shop 51**
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Robert Wallace

Shop 56
Karen Reeves

Shop 57
Jordan Swisher

Shop 64
Carlton Gerren

Shop 64
Aunoa Iokia

Shop 64
Jesse Peirce

How to recognize, treat heat-related injuries:

Proper hydration is an important safety precaution for all members of the PSNS & IMF workforce. It's also important to know how to recognize and treat heat-related injuries:

Heat cramps: Painful involuntary muscle contractions, caused by salt loss from heavy perspiration due to physical exertion. Treatment: Light stretching and hydration can provide relief for heat cramps.

Heat exhaustion: Extreme dehydration due to prolonged strenuous activity. Symptoms include: heavy sweating, headache, dizziness, tingling, nausea or vomiting. Treatment: Shade, fluids with electrolytes.

Heat stroke: When the body's temperature rises to 104°F or higher. Heat stroke is an emergency, and treatment should be provided immediately. Heat stroke can lead to kidney or liver failure, blood clots, brain damage — even death. Symptoms include absence of sweat, red or flushed skin, rapid pulse, difficulty breathing, hallucinations, confusion, agitation, disorientation, seizure and coma. Treatment: Move victim to a cool location, apply cooling measures and call 911 immediately.

STAY SAFE STAY HYDRATED

Recommended daily water intake 0.5 - 1.0 oz per pound of body weight

