

## ***Electrical Safety and Tag-out POD Notes***

### **New POD Notes:**

The four main causes of electric shocks: 1. Not paying attention. 2. Ignoring procedures. 3. Getting complacent around energized equipment. 4. Inadequate tagout.

If you break a light bulb while it is still in its socket, deenergize and tag-out the circuit at the lighting power distribution panel before removing the light bulb. This is essential since the local switch controlling the fixture may open one side of the line while the other side remains energized at the fixture.

### **POD Note #1:**

Nothing is so urgent that you should risk your life. Don't take a short cut, thinking a tag-out is too much bother for a quick job. Tag-out procedures were established to keep you safe - FOLLOW THEM! If you are not sure about tag-out procedures, contact the Electrical Officer or CSOOW.

### **POD Note #2:**

Electrical Safety is the responsibility of all hands. All hands must have the Division Officer's permission to bring personal electrical/electronic equipment aboard.

### **POD Note #3:**

When working around a battery, do not allow tools to bridge the battery terminals, or short circuit any part of the battery. Use only tools with insulated handles.

### **POD Note #4:**

The safest and most effective method for fighting battery fires is oxygen starvation. Never pour water on the battery! Hydrogen and oxygen generated by electrolysis could produce a violent explosion. (Note: Lithium battery fires can not be starved of oxygen, they are self sustaining class delta material and jettison if possible is the recommended method to combat these fires).

### **POD Note #5:**

**ELECTRICAL SAFETY:** The following personally owned or non-Navy standard equipment is prohibited from shipboard use due to shock hazards associated with inferior insulation, leakage currents, and flimsy structure: fans, portable extension cords, high-intensity lamps, reading lamps, electric blankets, heating pads, electric driven power tools, heat/sun lamps, hot plates, griddles, electric clocks, microwave ovens, portable

extension lights, electric heaters, portable refrigerators, portable air conditioners, and immersion water heaters. Ref: NSTM 300

**POD Note #6:**

Lighting up the ship for the holiday season is beautiful, but requires special precautions. Lights placed around the ship require safety checks and inspection. Do not touch or move lights or remove bulbs. If lights obstruct your work on deck, contact E-Division to have them moved. Ensure there is clearance around lighting when using cranes.

**POD Note #7:**

Remember - electrical safety rubber gloves are required when using an electric buffer. If the buffer blows fuses, report it immediately to the Electrical Officer or duty Electrician. DO NOT ATTEMPT to change or by-pass a fuse!

**POD Note #8:**

Electrical Safety. OPNAVINST 5100.19E limits the use of shipboard extension cords to a maximum of two 25 ft. extension cord joined together.

**POD Note #9:**

The holiday season is around the corner. Don't contribute to the Naval Safety Center's mishaps statistics in your drive to design the best holiday light display ever seen on the water front. Remember this basic rule: rotating antenna and stationary objects don't mix. For more information contact the Safety Officer or Electrical Safety Officer.

**POD Note #10:**

Electrical shock is a very real possibility aboard ship. If you would like to live through this tour observe the requirements of OPNAVINST 5100.19E & NSTM 300 including: 1. Use proper protective equipment 2. Have all personal electrical equipment approved for use onboard ship. 3. Tag out every time 4. Use only portable tools checked out from tool issue room with valid safety tag.

**POD Note #11:**

Tag-out procedures shall be strictly enforced at all times. Tag-out applies to normal operations as well as during repair, testing or maintenance.

**POD Note #12:**

Reminder: Personal electrical/electronic equipment can be authorized for shipboard use provided your division officer determines it meets shipboard requirements. Ref: NSTM 300, OPNAVINST 5100.19E Chapter B7

**POD Note #13:**

All hands are reminded that a small electrical current through a vital part of the human body can cause death. Do not attempt first aid or touch an electrical shock victim before the power is secured or the victim is removed from the live conductor.

**POD Note #14:**

When working over the side use only pneumatic tools. Electrical power tools are not authorized! (OPNAVINST 5100.19E, Chapter C8 Appendix C8-B)

**POD Note #15:**

Electrical/Electronic Safety Tips: - Never work on live (energized) electrical equipment without CO's permission. - Do not energize any equipment that is tagged out. - Never operate a switch with your other hand on a metal surface. - Check that portable electric equipment has been inspected and has a current inspection label affixed. - Do not join more than two 25 foot extension cords together. - Do not allow electric cords to run over sharp objects, chemicals, or hoses.

**POD Note #16:**

Don't play tag with death! Learn and follow proper tag-out procedures. See either the Electrical Officer or CSOOW. (Tag-Out Users Manual)

**POD Note #17:**

Personnel assigned to issue tools shall brief the tool users on routine tool safety precautions and issue any required personal protective equipment prior to issue of portable electric tools. This briefing shall be documented on the issue record. Tools shall be issued only to personnel who have received ship's Electrical Safety Training within the last year (OPNAVINST 5100.19E, paragraph B0704.e).

**POD Note #18:**

**ELECTRICAL SAFETY:** Visually inspect portable cables for any signs of an unsatisfactory condition, such as tears, chafing, exposed insulated conductors, and damaged plugs and receptacles. Do not use spliced portable cables. (NSTM 300, PMS MIP 3000)

**POD Note #19:**

**ELECTRICAL SAFETY:** When using portable electric devices, connect extension cord before the extension cord is inserted into a live bulkhead receptacle. Likewise, unplug the extension cord from the bulkhead receptacle before the device is unplugged from the extension cord. (IAW OPNAVINST 5100.19E Art C0903 (A8 &A9))

**POD Note #20:**

ELECTRICAL SAFETY: Wear rubber gloves when using metal-cased portable electric equipment, or when using electric hand held portable tools in hazardous conditions, wet decks, and bilge areas. Leather gloves shall be worn over rubber gloves when the work being done could damage the rubber glove. (IAW OPNAVINST 5100.19E C0903 (A1 & A2))

**POD Note #21:**

Had a good shock lately? If your electrical portable tools are overdue for a safety check, you may just get one sooner than you expected? See the Tool Issue Custodian ASAP to have your tools checked.

**POD Note #22:**

All tools issued from tool issue must be checked in and out on a daily basis. Tools not returned after daily use are subject to loss, damage or theft. Turn your tools in at the end of the day. These tools have to be visually inspected daily prior to issue. (IAW USS \_\_\_\_\_INST 5100.XX and OPNAVINST 5100.19E)

**POD Note #23:**

All hands are reminded that instruction in the electrical safety program is mandatory upon arrival. IAW OPNAVINST 5100.19E paragraph B0708(a)

**POD Note #24:**

Electric Shock/Rescue and First Aid Do not administer first aid or touch an electrical shock victim until you have secured the power from the source which the casualty has occurred. You may encounter a shock yourself to remove a victim from a live circuit. Use a dry board, belt, dry clothing, or any non-conductive material to free the victim. Call for medical assistance, and if you are qualified in CPR, please do so. DO NOT MOVE the victim. If the person is conscious, keep them calm, treat any bleeding with a clean compress and wait for emergency medical help.

**POD Note #25:**

Electrical Safety. Portable electrical power tools, drop cords, extension cords, and security lighting are to be returned to the Portable Electrical Tool Issue Room at the end of the workday. Reference: OPNAVINST 5100.19E

**POD Note #26:**

**TAGOUT SAFETY:** If you see a system with a Red Tag on it DO NOT change the position of the switch or valve. The tags must first be properly cleared. Tags are there for a reason. Don't ignore them.

**POD Note #27:**

Safety Note: IAW OPNAVINST 5100.19E at least 50% of all personnel in electrical/electronic associated ratings must be certified in Basic Life Support (CPR Qualified). (OPNAVINST 5100.19E, B7)

**POD Note #28:**

The purpose of electrical safety is to minimize the risk of electrical shock through the awareness of electrical hazards. The potential for electrical shock is high aboard ship due to the presence of metal, high humidity, salt water, and high voltage equipment. Electrical shock mishaps continue to occur throughout the fleet. All personnel must be familiar with electrical safety precautions, rescue, and first aid techniques.

**POD Note #29:**

Tips for rescue of personnel in contact with energized circuits: 1. De-energize the equipment prior to attempting to rescue victim. 2. If unable to immediately de-energize equipment remove victim from the live circuit using a dry board, belt, dry clothing or other non-conducting material. 3. Call for medical assistance and immediately administer first aid and CPR as required.

**POD Note #30:**

The purpose of the tag out system is to provide a method of preventing operation of equipment that is in an abnormal condition. Tags maybe applied to indicate equipment restrictions; an equipment that is unreliable; or a maintenance action of an equipment. (Tag-out Users Manual)

**POD Note #31:**

Shocking Experiences. One of the most preventable mishaps in the Navy, electrical shock, refuses to go away. One key thing to remember when working on electrical/electronic equipment is many shipboard systems have multiple sources of power - anywhere from two to five different places from which part or all of the equipment is energized, and all of which need to be tagged out.

**POD Note #32:**

Tag It Out! The most frequent and serious error which leads to electric shock during maintenance procedures is the lack of a tag-out. Some of those shocked believed the tag-out was optional, others violated the danger tags posted and operated the equipment for

testing while it was tagged out. Remember: Commanding Officer's permission is required prior to repairing or working on any energized electrical circuit, and nobody is authorized to violate a danger tag.

**POD Note #33:**

Gotcha! A sailor was told to wait until power to a stove was secured before he started cleaning under the grill. He ignored the warning and received the expected electrical shock. He also got a bonus: when he got zapped, he jerked his hand away and gashed his arm to the tune of 25 stitches. Energized gear is dangerous, in more ways than **one**.

**Comment [CWO31]:** should this be tagged out?

**POD Note #34:**

Electrical power has been secured..." We expect to hear that on the IMC during Alpha/Charlie fires, but one ship found it easier said than done. As a result, the number one nozzle man received a shock when he entered what he thought was a de-energized compartment. It turns out a paper shredder and two vent fans still had power. In addition to a lack of knowledge about the unique electrical installation in this compartment, the nozzle man was fighting the fire in steel-toed safety shoes instead of rubber fire fighting boots. Think about it.

**POD Note #35:**

Two sailors were cutting a coaxial cable on their ship. One held it with his bare hands while the other used the hacksaw. The cable arced and sparked, and both received an electrical shock. They didn't tag out the system, they didn't check for voltage, they weren't wearing insulating gloves or face shields, they didn't have CO's permission to work on a live circuit, and they didn't notify the duty corpsman they had been shocked. Time to reteach the basics.

**POD Note #36:**

A sailor noticed the ventilation was off in his berthing compartment. He went to the fan controller and pushed the rubber boot on the "on" switch. He got shocked because the boot was worn through, allowing him to touch the 'hot' side of the switch. When was the last time you checked the condition of the rubber boots on the switches in your spaces?

**POD Note #37:**

An electrician's mate secured the only known power source to a junction box. When he entered the box he received a shock. He then discovered two wires supplied by a second power source dead-ended near the top of the box. Check all wires leading into circuits for voltage before sticking your hands in, even if they're not connected to the terminals.

**POD Note #38:**

A sailor was performing unauthorized troubleshooting on a dough- mixing machine in the galley. He wasn't qualified to repair electrical equipment and hadn't tagged out the mixer. He removed the access panel and began working. He found the power transformer. He was pronounced dead at the scene. Before starting any maintenance, make sure you're qualified, and make sure it's tagged out.

**POD Note #39:**

When repairs to a solenoid in the Gaylord hood didn't fix the problem, one supervisor told his FR to open the solenoid cover to see if there was a mechanical problem. Without bothering to tag it out or wear the appropriate gloves (5,000 volt in this case), and standing on a trash can to get a better look (and a better ground), the FR touched a live 440-volt wire and received a shock which knocked him off the garbage can and onto another, bruising his hip and ankle. How many errors? Don't forget poor planning, inadequate supervision and missing permission from the CO.

**POD Note #40:**

While repairing a solenoid operated pilot valve, a sailor touched a live 440-volt lead. Electrical shock and burns landed him one day SIQ then 5 days on limited duty. He thought the circuit was dead, but didn't check the tag out status and didn't use a volt meter to confirm power was secured. This 'dead' circuit almost caused a dead sailor.

**POD Note #41:**

A young petty officer was using a shorting probe during PMS on a radar system and got shocked. He checked continuity on the shorting probe, repeated the PMS and got zapped again. Once more he checked the probe, repeated the PMS and, once more, got zapped. Turns out he wasn't holding the probe in place LONG enough to discharge all the residual voltage. Fool me once, shame on you, fool me twice, shame on me. After any electrical shock the sailor should have reported immediately to medical for evaluation. After any electrical isolation you are required to use a meter to ensure no voltage is present before sticking your hands into the equipment.

**POD Note #42:**

Do you know what actions to take if you discover an electrical fire? Pass the word, de-energize the system, then use CO2 to fight the fire. Short burst of CO2 should extinguish the fire. Use PKP only when CO2 is not available.

***Fire POD Notes***

Using a fireplace this winter to help with heating bills? Here's a safety tip. Never use gasoline to start a fire. Use paper, kindling and dry wood.

Have at least one smoke alarm on every floor of your home (including the basement).  
Replace the batteries at least once per year.

If grease catches fire in a pot or pan on your stove, don't try to carry it outside. Smother the blaze by putting a lid on the pan, using a fire extinguisher or dousing it with baking soda.

Using a fireplace this winter to help with heating bills? Here's a safety tip. Make sure that floor coverings and furniture are far enough away from the fireplace.

Using a fireplace this winter to help with heating bills? Here's a safety tip. Make sure the fire is out before you leave it alone or go to bed.

Test your smoke alarms at least once a month. And change the batteries in your smoke alarms at least once a year, even if they aren't chirping at you to warn you that the battery is getting low.

When your smoke alarm starts to shriek, have a plan for escaping the fire. Make sure everyone in your family understands the plan and has practiced what to do.

**Avoid Heating Fires:** Safety around heating equipment and appliances is an important first step in reducing the threat of fire. Keep children and loose clothing at a safe distance. If you have a coal stove, wood stove or a space heater, make sure it is installed at least 3 feet from anything that might catch fire. Keep portable heaters away from traffic paths.

According to the National Fire Protection Association, half of the people who die in home fires were in the six percent of the homes that lack smoke alarms. In about thirty percent of the fires in homes that have smoke alarms, the devices don't work-usually because the batteries are dead, missing or not connected.

Artificial logs in fireplaces are easy to use, but they aren't hazard-free. You are supposed to burn one at a time, and you aren't supposed to add wood or paper to the fire. Don't put them on a wood fire, either. Always use a grate and a fireplace screen. Keep an eye on the fire if children are around. And have your chimney inspected (and cleaned, if necessary) regularly.

**Heating Fires:** Measure the distance between heaters and combustible material. You must have at least three feet of clearance. Turn off portable heaters when you go out or when you go to bed at night. And make sure the fire in the fireplace is out.

While a nice fire on a cool evening is enticing, don't forget to have your chimney inspected regularly. In addition, birds and small vermin love the warmth of your home as much as you do so have your chimney cleaned at least once before you decide to use it during the cooler months. Besides, the smell of a burned animal carcass makes for an unromantic fire!



## **General Safety POD Notes**

### **New POD Notes:**

You can't ORM something that's stupid into something that's smart.

Here's an idea. Add ICE ( In Case of Emergency) to your cell phone contact list, phonebook or directory, listing the phone number(s) for your spouse, next of kin, or other person you want contacted. That way, police and paramedics won't lose valuable time searching for information or making trail-and-error calls.

The mishap report said, "Alcohol was a contributing factor." That's like saying sunset contributes to darkness, or rain contributes to puddles. – *From the archives of the Summary of Mishaps*

Don't let hazard and warning signs become an invisible part of the background, even though you see them every day. Pay attention to them and make sure you understand them. If they are wrong or unnecessary, get them corrected or removed. If you see a place where one is required or necessary, try to get one installed.

When you see a coworker or shipmate doing something wrong or risky, speak up. Get involved. Don't let them learn the hard way if you can help it.

Just because you can't see the bottom of the pond doesn't mean it is deep enough to dive. – *From the archives of the Summary of Mishaps*

In real life, nothing good ever happens in a bar parking lot after midnight. – *From the archives of the Summary of Mishaps*

Don't treat an emergency as normal. Don't treat normal actions as emergencies.

If there's one word that brings a shudder to someone who has read several thousand mishap reports, it is "self-taught." You have to ask yourself, how much does the person you're learning from know? - *From the archives of the Summary of Mishaps*

Read the label on tools and products and follow it to the letter. Don't assume that just because you've done something before means that you did it correctly or even safely.

Mishaps don't happen every time somebody makes a mistake or cuts a corner. The problem with unauthorized shortcuts is that people often get away with them.

Bad habits and risky behavior don't qualify as "experience." Experience is when you take the time to learn how to do something the right way, practice, pay attention, keep learning, and follow the rules. Deciding that because you got away with doing something

stupid means you will always get away with it, well, that isn't being "experienced," it's being a future ambulance passenger. - *From the archives of the Summary of Mishaps*

Keep up your efforts to make common sense much more common than it is. If we could increase common sense by fifty percent, it would be a lot easier to cut the mishap rate in half. - *From the archives of the Summary of Mishaps*

Human error is responsible for about 85% of all Navy mishaps. Follow the rules and manage those risks!

The good news is that it always happens to the other guy. The bad news is that to everyone else, you are the other guy. - *From the archives of the Summary of Mishaps*

If you are supposed to be a safety observer, then stand back and observe. Don't get involved, lest you end up observing others as they put you on a stretcher. - *From the archives of the Summary of Mishaps*

Remember that just because you ignore risk, risk won't necessarily ignore you. Quite the contrary. - *From the archives of the Summary of Mishaps*

There's only one answer to any question that starts with "I wonder if I can..." when you've been drinking. The answer is "no." - *From the archives of the Summary of Mishaps*

How often do you notice unsafe, unhealthy, or dangerous practices and conditions? How about violations of a safety or health regulation? Report them to your supervisor. If you're a supervisor and one of your people alerts you to a hazard, act promptly to get it fixed. Keep the person who reported it posted about what you've done.

Keep in mind that not only is a little knowledge a dangerous thing, but there is often an inverse proportion between the knowledge and the damage. - *From the archives of the Summary of Mishaps*

Here are four things to do or not do when you are operating machinery. Don't wear jewelry or loose clothing. Wear proper protective clothing and equipment. Don't wear polyester, or synthetic clothing around equipment that is hot or produces sparks. Read and heed the posted safety precautions and warning labels.

In the military, a "can-do" attitude is a big help, but should never be confused with "hope for the best." When people are exhausted, they tend to do just that. Supervisors have to be aware that the worker will not admit to fatigue. Make sure they can do so without reprisal. Workers need to swallow pride and be honest about their capabilities. There are no "acceptable losses" in peacetime, especially in a training exercise.

Most mishaps start with what folks considered a "minor oversight" or an "acceptable chance" just seconds before the pain started. They were doing things that they had done hundreds of times before without any problem. And they got just comfortable enough to

let their guard down. Bad things don't happen just to bad people. - *From the archives of the Summary of Mishaps*

**POD Note #1:**

POSTED SAFETY PRECAUTIONS: All industrial plant equipment, (drills, grinders, etc.), will have operating instructions and safety precautions posted in full view at each piece of equipment.

**POD Note #2:**

All hands are reminded that Safety Hazard Report Forms are available on the \_\_\_\_\_. These forms are used to report hazardous conditions and practices that could lead to a future mishap. Forms can be submitted anonymously. The Safety Officer will reply on the action taken within three days for all serious or moderate hazards.

**POD Note #3:**

All hands are encouraged to report unsafe conditions to their immediate supervisor. Supervisors should take prompt action to correct those situations, and crew members should be informed of these actions to make \_\_\_\_\_ a safer place to work and live.

**POD Note #4:**

All hands are reminded of the following precautions around operating machinery: 1. Do not wear jewelry or loose fitting clothing. 2. Wear proper protective clothing and equipment. 3. Do not wear polyester, or synthetic clothing around hot or spark-producing equipment. 4. Observe posted safety precautions and warning labels.

**POD Note #5:**

A complete safety survey of all work areas, processes and operations must be conducted at least annually. This survey is used to identify hazards. If you see a safety hazard, don't wait for the survey - report it now to the Safety Officer at \_\_\_\_\_.

**POD Note #6:**

When passing stores in a working party, hand the boxes from person to person - NEVER throw boxes! Many injuries result from missing a thrown box, or catching a box and pulling a back muscle. Always wear safety shoes on working parties.

**POD Note #7:**

All hands are reminded, as they move up and down ladders, the following safety rules apply: - Always keep one hand on the railing - Rings, watches, key rings, etc. may become entangled - Walk, don't run or slide - Avoid loose fitting clothing

**POD Note #8:**

SLIP SLIDING AWAY! Sliding down a ladder, a railing or into home base can all be hazardous activities. A slide is movement out of control, usually fast, and with various outcomes. Sliding may seem fun, but cleaning blood off the deck where you fell is not fun! Let's be careful out there!

**POD Note #9:**

When handling sharp materials, such as sheet metal or glass, leather gloves shall be worn. Leather gloves shall be worn over electrical safety rubber gloves when working around sharp objects. These leather gloves are available at Tool Issue and from your Safety Petty Officer.

**POD Note #10:**

Do you know of an unsafe situation? It is your duty to yourself and your shipmates to report it! Use the Safety Hazard Report (OPNAV 3120/5) forms, located at \_\_\_\_\_ and submit it to the Safety Officer. You may submit these hazard reports anonymously, if desired, just as long as you report it!

**POD Note #11:**

Back Injury Prevention - If you have ever had a back injury, you know it can be one of the most painful of all injuries. Back injury can be prevented in the following ways: - Lift with your legs, not your back - Do exercises to strengthen your back - Avoid twisting when lifting - Get help for heavy loads

**POD Note #12:**

Tried to report a safety hazard and not satisfied with the response? You have a right to report hazards and appeal the action if you are not satisfied with the corrective action. See the Safety Officer if you have any question about correcting a hazard.

**POD Note #13:**

Three non-skid strips are to be placed at the top and bottom of each ladder and on either side of doors with high coamings (greater than 6"). Non-skid strips are available from \_\_\_\_\_. Place the non-skid strips parallel to the door or ladder, with no space between strips.

**POD Note #14:**

As all personnel know, Safety is everyone's concern. All hands are encouraged to report any unsafe or unhealthful work procedures or conditions to their immediate supervisor, the division Safety Petty Officer, or the Safety Officer. Cooperation from all hands is essential to ensure a safe and healthy working environment.

**POD Note #15:**

If you think something is an unsafe, unhealthy, dangerous practice or condition or violation of a safety or health regulation you may be right! Bring it to the attention of the work center supervisor, the Safety Officer. Or you can fill out a Safety Hazard Report form available in the work center and drop it off at the \_\_\_\_\_.

**POD Note #16:**

**HORSEPLAY HAZARDS:** We all enjoy a good joke, but horsing around on the job is no laughing matter. In fact, horseplay is one of our most serious industrial "hazards" because it creates accidents through inattention, carelessness, and in many cases recklessness - which lead to "freak" or senseless accidents.

**POD Note #17:**

The most dangerous evolution of a deployment may well be liberty call. Prior to departing the ship have a plan, use the buddy system, stay alert. Avoid over indulgence in alcohol, don't be a victim. For specifics see OPNAVINST 5100.25A.

**Comment [CWO32]:** Make noun name of instruction.

**POD Note #18:**

Since many areas on the exterior of the ship are inaccessible to the crew from decks or built-in work platforms, it often becomes necessary to go "over the side" or "aloft" to reach these areas. Be sure to use the appropriate check sheet routed to the OOD and CDO before working aloft or over the side. Sample checksheets and safety precautions are in OPNAVINST 5100.19E Vol II, Chapter C-8.

**POD Note #19:**

A few reminders when divers are working on our ship: - OOD's ensure "Code Alpha" is being displayed. - Ensure small boats not involved in the diving operation are kept at least 50 yards from the ship. - Do not throw anything over the side. - Follow all applicable tagout procedures.

**POD Note #20:**

Safety: Safe and Healthful working conditions are the responsibility of everyone in the chain of command!

**POD Note #21:**

Working Over The Side - Safety Tips - A completed check sheet must be routed to the OOD and CDO before going over the side. - Wear a safety harness with a safety lanyard and tending line. - Attach safety lanyards to all tools, if practical. - Wear an inherently buoyant lifejacket and hard hat with chin strap. (IAW OPNAVINST 5100.19E, Articles C0802 and C0803)

**POD Note #22:**

Safety Note: According to OPNAVINST 5100.19E CH A0203e6, all divisional safety petty officers need to be an E-5 or above and is appointed by the Division Officer.

**POD Note #23:**

Detection of unsafe or unhealthful working conditions at the earliest possible time and prompt control of hazards identified as a result is essential to a successful NAVOSH program. All hands are encouraged to orally report unsafe or unhealthful working conditions to their immediate supervisor or the safety officer at \_\_\_\_\_. (IAW OPNAVINST 5100.19E Art A0203)

**POD Note #24:**

AFLOAT SAFETY MANAGER. The Afloat Safety Manager NEC is available to E-5 through E-9 personnel meeting the eligibility requirements. Designated personnel will assist the Safety Officer in his many duties, including: coordinating the implementation of the Navy Safety Program, maintaining a complete safety library, monitoring and evaluating the ship's ability to identify hazards and prevent mishaps, assisting and advising in investigations and reporting of mishaps. If you are up to the challenge of becoming a true safety professional, contact the safety officer for further eligibility requirements. (IAW NAVPERS 18068F)

**POD Note #25:**

Scott Emergency Escape Breathing Device (EEBD). EEBD's are devices that provide 15 minutes of oxygen used for escape from life threatening atmospheres. A quick visual inspection is easily conducted by verifying the humidity indicator is blue and ensuring two one half inch black marks can be seen through the humidity indicator spot. For more information, refer to NSTM Chapter 077 and your DCPO.

**POD Note #26:**

Shattered Light Bulb. In accordance with NSTM 330, if a light bulb shatters in its socket, deenergize and tag-out the circuit at the lighting power distribution panel before removing the light bulb. This is essential since the local switch controlling the fixture may open one side of the line while the other side remains energized at the fixture. Be safe, not sorry.

**POD Note #27:**

Safety PMS: Does your workcenter have an eyewash station, deluge shower, acid/chemical locker or spill clean up kit? If so then your workcenter should carry the safety petty officer PMS MIP 6600. Inspect your workcenter spaces and ensure required eyewash stations are in place and being properly maintained. Know the requirements and ensure they are followed. When an accident happens, it's too late to make sure you're ready. (IAW OPNAVINST 5100.19E CH B0508 and OPNAVINST 4790.4C)

**POD Note #28:**

All hands are reminded that the shipyard industrial environment produces continuous health hazards to be aware of. Welding, cutting and brazing operations are hazardous to the eyes from ultraviolet and infrared radiation in addition to skin burns and toxic fumes. Do not look directly at or observe welding or brazing operations and ensure spaces are well ventilated. Wear eye protection, head and ear protection at all times! (IAW OPNAVINST 5100.19E C1102)

**POD Note #29:**

All hands are reminded to inspect before operating portable industrial equipment to ensure that the equipment is in good working condition and that all safety features are in place and in good working order. (IAW OPNAVINST 5100.19E C1304a2)

**POD Note #30:**

The following are the proper ways to use hand tools. - Use tools only for the purpose for which they were designated. - Keep cutting edges sharp. Dull tools can slip. - Store tools so they cannot fall and be damaged or can cause injury. - Carry pointed or shard edged tools in pouches or holsters. - Repair or replace tools when they are damaged. - Replace or refit loose or split handles. Keep handles secure and smooth. - Lubricate adjustable and other moving parts of tools to prevent wear and misalignment.

**POD Note #31:**

All hands are reminded that, unless assigned to mooring detail, they are to remain clear of bow, stern and tug stations. Personnel on mooring details are to remain clear of danger zones when lines are under tension. (OPNAVINST 5100.19E, Chapter C5 and film "Synthetic Line Snap Back")

**POD Note #32:**

Safety Over the Side. When working over the side the following minimum personal protective equipment shall be worn: Safety harness with safety lanyard and working lanyard, an inherently buoyant life jacket (with buttonhole for safety harness), and a hard hat with chin strap. Reference: OPNAVINST 5100.19E

## ***Hazardous Material/Hazardous Waste POD Notes***

### **New POD Notes:**

If you find any hazardous materials adrift, turn them in to your supervisor. And if you find any materials that lack labels or markings, handle them carefully.

### **POD Note #1:**

Work center supervisors shall ensure their personnel are trained on the hazards associated with hazardous material before it is used, and that appropriate personal protective equipment is available and used. For more information, contact ship's HAZMAT supervisor/HAZMINCEN, \_\_\_\_\_, or refer to OPNAVINST 5100.19E, paragraph B0302(a)(12), to "Read more about it."

### **POD Note #2:**

Off-Loading HW Shore Requirements: HW shall be turned over to the HAZMINCEN or Supply Department for collection and off-loading to the cognizant shore facility, (usually PWC), as HMTID. (POC Name \_\_\_\_\_, OPNAVINST 5100.19E, B0301.

### **POD Note #3:**

All hands are reminded to turn in any hazardous materials found adrift to their supervisor. Materials with no labels or markings should be handled very carefully. See your HM supervisor for more information on hazardous materials.

### **POD Note #4:**

HAZARDOUS MATERIAL STORAGE AND USE: Work center supervisors should ensure that no more than one week's supply of any hazardous material is maintained in work spaces inside and approved hazardous material stowage locker. Return surplus material to proper storage or see your HM supervisor.

### **POD Note #5:**

IAW OPNAVINST 5090.1B, discharge at sea is permissible as follows:

- Waste Water 0-3 NM
- Sewage 3-12 NM
- Oily Waste 50 NM
- Plastics NEVER



Always get permission from the OOD before throwing anything over the side at sea!

**POD Note #6:**

Navy policy states that, aboard ship, only standard stock hazardous materials shall be procured and used. It takes special procedures and the CO's signature (or Supply Officer O-5 and above) to procure "open-purchase" items, so use what is in the system first.

**POD Note #7:**

Training on the hazardous materials is required annually. Your work center supervisor conducts this training. You are required to read the Material Safety Data Sheets (MSDS) info on each hazardous chemical prior to its initial use. Hazardous material information is contained on MSDS. You are required to maintain an MSDS for any hazardous chemical you use. Contact \_\_\_\_\_, the HM supervisor, for more information.

**POD Note #8:**

What is a hazardous material/chemical? Hazardous chemicals are all aerosols (regardless of contents), flammables, combustibles, compressed gases, oxidizers, acids and alkali's, and toxic materials. This is almost every type chemical used for cleaning; grease and oil, powdered or liquid onboard ship. It may be something you use routinely at home, such as spray cleaner, but on this ship we treat it as a hazardous material/chemical! Contact the HM supervisor for more information.

**POD Note #9:**

MSDS - Material Safety Data Sheets are provided by manufacturers on every hazardous chemical they produce. The MSDS describes the health and safety hazards associated with the material and precautions for safe handling and use. MSDS's are available onboard ship for every hazardous chemical we use. Copies of MSDS's are required to be available for all workcenters.

**POD Note #10:**

Small spills of hazardous materials can be cleaned up by the responsible work centers. Larger spills, or spills that threaten the safety of the ship must be reported immediately to the OOD, CDO or DC Central. If in doubt - report the spill!

**POD Note #11:**

All hands are reminded that when transferring material from one container to another the existing precautionary label is retained on the original container and the subsequent containers are marked with an appropriate precautionary label.

**POD Note #12:**

All hands are reminded to ensure that hazardous materials/chemicals are removed from the workspace and returned to the appropriate stowage area upon completion of the use or at the end of each workday.

**POD Note #13:**

All hands are reminded that any spills or potential spills of a hazardous substance shall be verbally reported immediately to supervisory personnel and the OOD/CDO. Crewmembers are not to remain in the area to investigate the spill! Call a medical emergency if you find a crew member overcome by gases or vapors but do not remain in the area and become a victim yourself!

**POD Note #14:**

All hands are reminded that aerosol cans are not to be stowed where temperatures exceed 120 degrees Fahrenheit, or adjacent to steam lines, hot metal, or heat sources. All aerosol cans, regardless of contents, are to be treated and stored as flammable materials.

**POD Note #15:**

All hands are reminded that all hazardous chemicals removed from stowage for use is returned to appropriate stowage upon completion of use or at the end of work day, whichever is earlier. This includes cleaning gear! Don't create a bomb in your berthing space.

**POD Note #16:**

All hands are reminded that MSDS (Material Safety Data Sheets) are to be available for every hazardous chemical aboard. All personnel using HAZMAT shall be trained on the dangers and precautions contained within the MSDS before they actually use those chemicals. Reference: OPNAVINST 5100.19E, Article B0302(12).

**POD Note #17:**

Remember when working with caustic or toxic chemicals protective gloves are required. Surgical or food-handler type gloves are not resistant to chemical absorption. The HAZMAT coordinator will assist supervisors in the selection of chemical resistant gloves to guard against chemical hazards.

**POD Note #18:**

**HAZARDOUS MATERIAL:** A valid requirement must exist before any hazardous material is ordered. Ensure only HM authorized for shipboard use by the ship's Hazardous Material List (SHML) is requisitioned, or if necessary to do so, that a SHML Feedback Report (SFR) is promptly submitted. Reference: (OPNAVINST 5100.19E, Chapter B3.

**POD Note #19:**

Question: What is the proper disposal procedure for fluorescent light bulbs?

Answer: Fluorescent light bulbs contain mercury, which is extremely toxic and easily absorbed by marine life. High mercury levels in fish and drinking water can render entire areas of the coast, rivers, and lakes unusable for human and animal consumption. Therefore all fluorescent light bulbs should be containerized for disposal ashore.

**POD Note #20:**

Question: How many acetylene cylinders can be stored in ready stand-by in the HT shop?

Answer: Zero. All flammable and explosive compressed gasses shall be stored on the weather deck, unless in stowage approved on ship's plans. Return bottles to proper stowage as soon as work is complete.

**POD Note #21:**

Question: What defines a flammable and a combustible liquid?

Answer: A flammable liquid has a flash point below 100ø F (Department of Transportation and the National Fire Protection Association). A combustible liquid has a flash point at or above 100ø F. A ship's prime concern is any substance with a flash point under 200ø F. Small quantities of ready usage flammable or combustible materials must be stored in flammable liquid lockers/cabinets, when not in use.

**POD Note #22:**

HAZMAT - Safety Tips- Anyone working with Hazardous Material must wear the appropriate protective equipment (i.e., goggles, gloves, apron, respirator, etc.).

- Absolutely no eating, drinking or smoking is allowed in a space where Hazardous Material is being used.

- Ensure that the supply and exhaust ventilation is in good operating condition in any space where Hazardous Materials are used. (OPNAVINST 5100.19E, Article C2304(D)).

**POD Note #23:**

Compressed Gas Cylinders: All hands are reminded that gas cylinders are potential missiles. Proper stowage pending this possibility. They are to be stowed vertically with grade B shock collars and capped unless in-use.

**POD Note #24:**

Properly label all HAZMAT material when you transfer it from the original container to a secondary container (spray bottles, paint cans etc.) The life you save may be your buddy's. For more info review OPNAVINST 5100.19E, Article C2302(d).

**POD Note #25:**

Do you work with Hazardous Materials?

Material Safety Data Sheets (MSDS) are accessible for your review when working with HM. You should review the section titled "Control Measures," for specific guidance in selection of personal protection equipment.

**POD Note #26:**

Do you order Hazardous Materials?

Make sure a valid requirement exists and you order the smallest quantity needed. If you have excess HM, turn it over to the HAZMINCEN or HM supervisor. These procedures will minimize hazardous waste (HW) and reduce disposal costs \$\$\$\$.

**POD Note #27:**

HAZMAT LABELING. Do not add labels to a hazardous material unless you transfer the material to an unlabeled container or the original label is damaged or destroyed. If you must re-label a HM container, use the labeling system for DOD Hazardous-Chemical Warnings. See your HAZMAT supervisor for details.

**POD Note #28:**

All hands are reminded that fluorescent lamps should not be discarded at sea. Store them in their original shipping containers for disposal ashore. These lamps contain poisonous mercury vapor that is dangerous if glass is broken.

See your HAZMINCEN supervisor for proper off-load and disposal procedures.

**POD Note #29:**

All hands are reminded to ensure that HM which is removed from its proper stowage location for use is returned when its intended use is completed or by the end of the workday whichever is shorter. Always review the MSDS prior to using HM. (OPNAVINST 5100.19E, article C2303.

**POD NOTE #30:**

Berthing spaces and wash spaces are NOT proper storage for hazardous material. Ensure all HAZMAT is returned to an appropriate stowage locker at completion of use or at end of workday. (OPNAVINST 5100.19E, Chapter 23.

**POD Note #31:**

All hands are reminded that disposal of plastics (including plastic trash bags, synthetic rope, and fishing lines (nets) at sea is prohibited.

**POD Note #32:**

When transferring hazardous waste to a shore activity, label the HW as to the contents. Do not mix different substances in the same container. Failure to segregate and label HW may result in a charge for the cost of laboratory analysis to identify the HW. A DD Form 1348-1 must be completed for each type of HW transferred.

**POD Note #33:**

HAZMAT is everywhere. It's a pain but you have to use it. All hands must follow these general safety precautions when handling HAZMAT:

1. Work Center Supervisor must brief personnel on hazards and required PPE.
2. Ensure adequate ventilation in work area.
3. Never exceed one week(s) usage as a ready supply.
4. Avoid breathing vapors or dust when using HAZMAT.

These are just a few precautions. If you have any questions contact your Work Center Supervisor, HAZMINCEN, or the HM Supervisor.

**POD Note #34:**

Material Safety Data Sheets (MSDS) provide all the information you need to SAFELY use a hazardous chemical/material. If you use a hazardous chemical without reading the MSDS you run the risk of poisoning the environment, your shipmates and/or yourself. MSDS are available from the HAZMINCEN or HM Supervisor and should be located in each work center.

**POD Note #35:**

All hands are reminded of the safety precautions for stowage of compressed gas cylinders. 1. Cylinders must be stowed in an upright position, valve cap in place, secured by metal collars.

2. Oxygen and acetylene shall not be stowed in close proximity to each other.

(IAW OPNAVINST 5100.19E, Chapter 23)

**POD Note #36:**

Sight Protection. A sailor was cleaning a fueling sponson when the soapy water splashed into his eyes. He was wearing goggles, but they weren't the right type, and he wasn't wearing them properly. Goggles that have open vents on the sides are okay for chipping and grinding, but not for handling liquids. The correct type would be "chemical splash proof goggles" when there is a possibility of splashes. Make sure you select the right kind of protective equipment. If you're unsure, ask your supervisor, divisional Safety Petty Officer, the HAZMINCEN or HM Supervisor.

**POD Note #37:**

A young Sailor, trying to match stunts with a friend, poured isopropyl alcohol on his hands and set fire to it. The fire burned his hand (imagine that!). Flailing his arms because of the pain, he knocked over the alcohol container and set the bottle on fire. He grabbed the bottle, rushed to the nearest eye wash station, and doused his hands and the bottle, but not before suffering second degree burns. "Life is tough, but it's tougher if you're stupid".

**POD Note #38:**

I'm so dizzy. Four members of a working party became dizzy and ill while emptying cans of hazardous fluids into a 55-gallon drum. One required 45 minutes of oxygen at medical. If they'd all been wearing the appropriate personal protective equipment (see OPNAVINST 5100.19E, article C2302(I)), they wouldn't have needed the trip to the hospital. Be careful when you're handling HAZARDOUS materials. If you don't know what protection you need, FIND OUT!

**POD Note #39:**

Splash, splash. One sailor reached up to a shelf to get some floor stripper. Another sailor had put it there without a lid. The first got stripper in his eyes, had to have them flushed and spent the next day in bed. When you've finished with hazardous material/chemicals, make sure you stow it properly.

**POD Note #40:**

READ and HEED. A SN received chemical burns while mixing epoxy resin and hardener. He didn't take any safety precautions or wear protective clothing. The container had this warning: "May cause skin irritation. Vapor Harmful. Use respirator if adequate ventilation is not available. Avoid contact with skin and eyes...." etc., etc. An MSDS probably wouldn't have done much good, but maybe training would have.

**POD Note #41:**

Goggles Again! A sailor splashed corrosion control solution in his eyes while he was working on an airplane. The good news: he was wearing goggles. The bad news: he was wearing them AROUND HIS NECK!

**POD Note #42:**

PRECAUTION: when marine organisms decompose in a fire hose, they release hydrogen sulfide gas. The gas smells like rotten eggs. The problem is that the gas desensitizes your smelling apparatus, so you won't notice it getting stronger. More than one sailor has died as a result. If you notice the smell, take action right away. You may not be alive "later."

**POD Note #43:**

While draining fuel from a hose to change a bad section, some fuel came up over the top of the sleeve retractor, was caught by the wind, and was driven into a sailor's face/eyes. No goggles were worn. Workshops are not the only eye-hazardous areas onboard ship. Think about it! Protect your eyes, you only get one set!

**POD Note #44:**

A sailor was troubleshooting a paint sprayer. The hose got disconnected from the rig and sprayed paint on his hand and lower arms. He used acetone to remove the paint and received first-degree chemical burns. Sometimes the cure is worse than the disease. Think Safety!

**POD Note #45:**

While cleaning the head, a sailor put pine oil into a paper cup similar to the one he was drinking soda from. He grabbed the wrong cup (yucca!). He went to sick bay and was transferred to the hospital. He was released when his breath no longer smelled like a piney forest. When you transfer HAZMAT into a temporary container, you must label it with the name of the material, the manufacturer's name and address, and the hazard. I don't know if a label would have prevented this one, however a label might prevent this from happening to anyone else.

***Hearing Conservation POD Notes*****New POD Notes:**

Whether noise damages your hearing depends on three things: how loud it is, how long you are exposed, and how close you are to the source. How loud is loud? As a rule of thumb, if you have to raise your voice when talking to someone a couple feet away, the

noise is above the trigger level for wearing PPE. Normal conversation occurs at 60 dBa. A forklift operates at 85 dBa. A paint chipper operates at 100 dBa. Most rock concerts you attend reach at least 115 dBa. On board ship, hearing protection is required above 84 dBa.

**POD Note #1:**

Noise hazardous areas defined as follows:

1. Any work area where the A-weighted sound level, (continuous or intermittent), is routinely greater than 84dB.
2. Any work area where the peak sound pressure level, (impulse or impact noise), routinely exceeds 140dB.
3. If you suspect an area may have hazardous noise, contact your Safety Officer at \_\_\_\_\_.

**POD Note #2:**

All hands are reminded to wear proper hearing protection when working in noise hazardous areas, or when working with noise hazardous equipment. In general, single hearing protection is required for noise levels above 84 dab, and double hearing protection is required for noise levels above 104 dab. Consult

USS \_\_\_\_\_, INST 6260.XX for a listing of noise hazardous areas, and see your supervisor for proper hearing protection.

**POD Note #3:**

Personnel working in or entering, designated noise hazardous areas shall wear the appropriate hearing protection devices.

**POD Note #4:**

All hands are reminded that earplugs are a standard part of your uniform. If you have lost yours, or not been issued a set, stop by medical and pick-up a set.

**POD Note #5:**

Hearing Protection: All hands are reminded to comply with hazardous noise labels and signs wherever posted, either in spaces or on equipment, and properly wear assigned hearing protective devices (earplugs and/or ear muffs).

**POD Note #6:**



Wearing portable headphones, earphones or other listening devices can interfere with your hearing emergency signals and announcements. They can't improve your quality of life if you're dead! Keep one ear clear to hear!

**POD Note #7:**

HUH? Hearing loss from continuous noise is permanent. You hardly realize you are losing your hearing until it is gone. The Navy has a Hearing Conservation Program to help prevent hearing losses. This program consists of identifying noise hazards, posting noise hazards, providing hearing protective devices and providing regular hearing tests. You can contact your safety supervisor or the Safety Officer to have the noise measured in your work center reviewed.

**POD Note #9:**

All hands are reminded that personnel working in or entering designated hazardous noise areas shall have hearing protection devices available at all times. When noise sources are operating, personnel shall use their hearing protection devices regardless of exposure time.

**POD Note #10:**

All hands are reminded to pay attention to hazardous noise labels. Don't let your laziness or momentary carelessness result in permanent hearing loss - wear your assigned hearing devices.

**POD Note #11:**

Tired of hearing about wearing earplugs? Stop wearing them in noisy environments and you may not hear about it anymore. Questions? See the MDR or review OPNAVINST 5100.19E, chapter B-4.

**POD Note #12:**

All hazardous noise areas greater 84dB will be labeled with the appropriate hazardous noise warning labels (signs). If you are cleaning and painting, and happen to remove a sign, contact your safety supervisor or MDR for a new one.

**POD Note #13:**

What provides more protection? Ear plugs or ear muffs? Each hearing protection device has a Noise Reduction Rating (NRR). This tells how much that particular device will reduce the noise. Earplugs generally have a greater NRR than earmuffs. But neither provides protection unless worn!

**POD Note #14:**

All hands will comply with hazardous noise labels wherever they appear, either in spaces or on equipment, and properly wear assigned hearing protective devices. Additionally those personnel assigned to the ship's hearing conservation program will undergo an annual hearing examination. (OPNAVINST 5100.19E, chapter B-4.

**POD Note #15:**

Hearing Protection: Did you know that walkman-style earphones generate more sound than a jackhammer? Listening to music at high volume is a threat to your hearing. When you're listening to your favorite albums keep the volume down and you should be able to hear everything that's going on around you, also. (Ref OPNAVINST 5100.19E, chapter B-4)

**POD Note #16:**

Do you know that listening to your Walkman on a volume setting of 10 may produce over 100 dB? The Navy requires its personnel to wear single hearing protection at greater than 84 dB. Conserve your hearing! Reference: OPNAVINST 5100.19E, Chapter B-4, Article B0406.

**POD Note #17:**

All hands shall comply with hazardous noise labels wherever they appear, either in spaces or on equipment, and properly wear assigned hearing protective devices. Contact the Medical Department representative for earplugs. REFERENCE: OPNAVINST 5100.19E, Art B0402.f)

**POD Note #18:**

Dual hearing protection consisting of both insert type and muff type devices shall be worn in all areas where sound levels exceed 104 dB. REF: OPNAVINST 5100.19E, Article B0406(b)

**POD Note #19:**

Safety Reminder: If entering or working in designated hazardous noise areas, ensure you have hearing protection available and that you use them when high noise levels exist. (OPNAVINST 5100.19E, Article B0406a)

**POD Note #20:**

Hearing Conservation: All hands are reminded that the sponge earplugs are not intended for repeated use. Stop by medical and the corpsmen will verify your size and custom fit you with a pair of rubber ear plugs for you to retain. If you use sponge earplugs, throw them away when they appear soiled.

**POD Note #21:**

Personal Hearing Protection Devices - "Personnel working in or entering designated hazardous noise areas shall have hearing protection devices available at all times." Double hearing protection will be needed when sound levels exceed 104 dB. REF: OPNAVINST 5100.19E, Article B0406(b).

**POD Note #22:**

HOW LOUD IS LOUD? If you're not sure if you're in a noise hazardous area consider the following examples:

1. Normal conversation occurs at 60 dBa.
2. A forklift operates at 85 dBa.
3. A paint chipper operates at 100 dBa.
4. Most Rock concert's you attended reach at least 115 dBa.
5. On board ship hearing protection is required above 84 dBa.

**POD Note #23:**

NOISE HAZARD AREA is any work area where the noise level, continuous or intermittent, is routinely greater than 84db. To work in this area hearing protection is required and signs shall be posted. Remember: hearing damage is permanent, it is not OK if the perception of hearing returns. The damage has been done. Save your hearing to hear the important sounds in your life.

Wear hearing protection. (OPNAVINST 5100.19E, chapter B-4)

***Health Hazards POD Notes***

Water is the single most important nutrient for health, growth, and development; it is critical to the balance of all the body's systems, including the brain, heart, lungs, kidneys and muscles. Mild dehydration is a common causes of daytime fatigue. An estimated 75 percent of Americans have mild, chronic dehydration. Experts recommend that the average person drink 8 to 12 cups of water per day. Avoid fruit juices, carbohydrate gels, sodas, alcohol, and high sugar sports drinks. These drinks can dehydrate the body by stimulating excess urine production and/or decreasing voluntary fluid intake.

Carbon monoxide poisoning can be caused by exposure to car exhaust, a faulty heating furnace, or the fumes given off by burning charcoal. Symptoms include nausea, vomiting,

lightheadedness, loss of muscle control, and unconsciousness. It can also cause severe brain damage and death. Never run your car in a closed garage or operate it with a leaking exhaust system. Inspect your home's furnace for proper combustion.

### ***Home Safety POD Notes***

Regardless of how fast they can cover a hundred meters, no one in the history of the world has ever been able to outrun the fireball that blossoms when they throw a match into a pile of brush they've just doused with gasoline. – *From the archives of the Summary of Mishaps*

If you're using a fireplace this winter to help with heating bills, use a screen to keep sparks from popping out of the fire.

Every year lightning strikes kill more people than floods and hurricanes combined. When the thunderbolts start flying, inside is the best place to be. While you're inside, stay away from metal objects, telephones, fireplaces, kitchen sinks, open doors and awnings.

Most people think they know how to jump-start a car's battery, but you'd be amazed how many people do it the wrong way. Follow the instructions and check your owner's manual. Make sure you attach the jumper cables correctly.

Avoid heating fires: Allow fireplace ashes to cool before you dispose of them.

Frying a turkey at Thanksgiving or Christmas? Keep your fryer outdoors, and a safe distance from buildings and other materials that can burn. Never use turkeys fryers on wooden decks or in garages, and don't use them under eaves or overhangs. Don't leave them unattended. And remember, the fryer must be large enough to hold the oil and the turkey with plenty of extra room at the top. Follow these tips, and you won't fry the side of your house.

### ***Lifting POD Notes***

#### **New POD Notes:**

If you have ever hurt your back, you know how painful it can be. Here are four ways to avoid back injuries. Lift with your legs, not your back. Do exercises to strengthen your back. Don't twisting when you lift. And get help for heavy loads.

Four ways to protect your back: stretch to stay flexible, exercise to build strength, pay attention to how you lift and carry, and don't overdo it.

## ***Personal Protective Equipment (PPE) POD Notes***

### **New POD Notes:**

Face shields protect your face and neck from flying particles and chemical splashes. They don't protect your eyes, however. If you are required to use a face shield while working, you must also wear either safety glasses or chemical-splash-proof goggles. This warning is printed right on the face shield.

What provides more protection? Ear plugs or ear muffs? Each hearing protection device has a Noise Reduction Rating (NRR). This tells how much that particular device will reduce the noise. Earplugs generally have a greater NRR than earmuffs. But neither provides protection unless worn!

Keep making sure that the first "P" in your "PPE" doesn't stand for "Part-time," and that the "S" in your "SOP" doesn't stand for "Shortcut." Many a finger, a job, a mission, even a career, has been cut short by a shortcut. - *From the archives of the Summary of Mishaps*

### **POD Note #1:**

During many daily shipboard evolutions, personal protective equipment (PPE) may be required in the performance of your duties. Division officers are required to provide the proper type of (PPE) and supervisors are to ensure that all personnel assigned to his/her division are trained in the proper use and wear of (PPE). OPNAVINST 5100.19E, chapter B12.

### **POD Note #2:**

All hands must ensure that they wear the required personal protective equipment (PPE) to perform their assignments in a proper manner. If the required (PPE) is not available to do the assigned work, or if instruction is needed on how to wear or use the equipment, notify your supervisor immediately.

### **POD Note #3:**

UNREP SAFETY: During underway replenishment all hands are reminded that hard hats, life jackets and safety shoes are required on station. What you wear is almost as important as what you do. Never wear loose fitting clothing that could get caught on lines or in machinery. Ensure that you have your pants bloused & removed all rings and watches. Be safe out there and remember: "DON'T HANG LOOSE!"

### **POD Note #4:**

All hands are reminded that corfram shoes may only be worn immediately departing or returning to the ship or when authorized by the CO for ceremonial or other special occasions - **never in the main space**. Reference: (OPNAVINST 5100.19E, B-1203(b).

**POD Note #5:**

Leather shoes are required aboard ship. Inport Quarterdeck watches are NOT exempt from this requirement, however Commanding Officer's normally authorizes CORFRAMS for QD watches. CORFRAMS are only allowed when coming to or leaving the ship. (OPNAVINST 5100.19E, B-1203).

**POD Note #6:**

All hands are reminded that manufacturer safety precautions, such as Material Safety Data Sheets (MSDS) and warning labels are to be observed and strictly followed while handling flammable or toxic liquids used for cleaning. Avoid breathing toxic fumes, wear proper personal protection equipment (PPE) such as goggles, gloves, apron and/or respirators. Reference: (OPNAVINST 5100.19E, Chapter B3.)

**POD Note #7:**

Hard Hats and Safety Shoes During the ROH periods all personnel are required to wear hard hats and safety shoes. Hard hats and safety shoes are necessary because of falling objects and obstacles on the deck. There is much going on around us, such as overhead crane moves. Also watch your shipmates, making sure they have proper safety items, watch everything around you. Be sure you wear ear and eye protection. It's for your own good. Reference: OPNAVINST 5100.19E, Chapter B12.

**POD Note #8:**

When using industrial equipment, don't take chances. Always wear proper personal protection equipment (PPE) and follow correct safety procedures. Be smart and if in doubt consult OPNAVINST 5100.19E, Chapter B-12.

**POD Note #9:**

All hands ensure Personal Protective Equipment (PPE) is worn in the proper manner. If required PPE is not available or instruction is needed on its proper use contact your supervisor immediately.

**POD Note #10:**

STOP! Before starting any job, be sure you have the correct personal protective equipment (PPE) required. Check with your immediate supervisor or the Safety Department if you are not certain or if PPE is not available.

***Traffic Safety POD Notes***

**New POD Notes:**

Defensive Driving Tip: Be patient. Leave a little early so you aren't in a hurry.

Losing control of the car isn't the only risk of drinking and driving. People who drink and drive are less likely to buckle up, studies show, and are more likely to take risks behind the wheel.

How to spot a drunk driver: They have trouble staying in the right position in their lane of traffic. Look for weaving, swerving, straddling lanes, turning with too wide a radius, or someone almost hitting something.

Defensive Driving Tip: If you have to turn, get in the correct lane well in advance—don't wait until the last minute.

The National Highway Traffic Safety Administration (NHTSA) says about 66 percent of all traffic fatalities annually are caused by aggressive driving behaviors, such as passing on the right, running red lights and tailgating.

Defensive Driving Tip: Don't tailgate, and if someone is tailgating you, stay calm and let them pass.

Defensive Driving Tip: Many things can distract you while you drive. Pull over if you have to eat, talk on a cell phone, or write notes.

Defensive Driving Tip: Under good conditions, the two-second rule provides enough distance between cars. Increase this distance to three or four seconds when it is raining, snowing or foggy.

Do you ride a motorcycle? If you wreck or crash, your chance of dying is 21 times higher than if you were in a car. Precautions and training, such as the mandatory motorcycle-safety class, are extremely important. During the past five years, 28% of the motorcyclists killed in wrecks were speeding, and 21% had been drinking.

NHTSA estimates that helmets saved 1,316 motorcyclists' lives in 2004, and that 670 more could have been saved if all motorcyclists had worn helmets.

Take breaks while on a long drive. Make sure to get out of your car, stretch and walk around for a few minutes. Exercise helps in boosting alertness by increasing the flow of oxygen in your body.

In a recent year, nearly 14,000 fatalities (a third of all deaths in traffic wrecks) occurred when at least one of the drivers involved in the crash was speeding.

Cause for worry: Motorcycles are increasingly popular—and motorcycle crashes are 27 times more likely to result in fatalities than passenger car crashes.

Driving when it's freezing? Watch for glare ice, which can appear on an otherwise clear road in shaded areas. If you see a patch of ice ahead, brake before you get there, not when you're on it.

Defensive Driving Tip: Know how to get where you're going. This will help you avoid being distracted by having to look for street names or hard-to-see landmarks.

Safety Slogan: Don't be a fugitive from the laws of averages--don't drink and drive. If you're a supervisor and need to do some traffic-safety training, send for a copy of the Naval Safety Center's CD entitled "Traffic Safety Across America." It is perfect for safety stand-downs. For a preview, or to download the presentation or order a copy of the CD, visit [safetycenter.navy.mil/presentations/ashore/motorvehicle/traffic.htm](http://safetycenter.navy.mil/presentations/ashore/motorvehicle/traffic.htm).

Accident Fact: The "fatal factors" in Navy traffic deaths from FY02 to date are driving at night (67%), on a weekend (60%), not wearing a seatbelt (51%), driving under the influence (30%), speeding (41%), and driving while fatigued (13%).

From FY02 through FY04, nearly three-quarters of all Navy mishap deaths were in traffic and off-duty/recreation mishaps.

Defensive Driving Tip: Don't get emotional. Driving somewhere is a neutral task like anything else. The goal is to arrive safely. Idiot drivers are a hazard, but don't take them personally.

The highway remains the biggest hazard faced by Sailors. From FY2000 through FY2004, 324 Sailors died in automobile crashes--more than half of all accidental deaths during the period, and more than one and a half times the number killed in all operational mishaps.

Why is motorcycle safety training so important? Nationwide, the risk per mile of dying in a motorcycle wreck is 21 times higher than that of dying in a car wreck.

If you are riding in the front seat, your seatbelt reduces your chances of being hurt or killed in a car crash by 45 percent. Think of the seatbelt as the best free "life insurance" available.

Pedestrians are at risk in traffic, too. In 2003, 4,749 pedestrians were killed in traffic crashes in the United States, and 70,000 were injured. Most pedestrian deaths were in urban areas (72 percent), at places other than intersections (79 percent), in normal weather conditions (89 percent), and at night (65 percent).

Remember, when you're facing an unfamiliar curve ahead, whether you are in a car, on a motorcycle, moped, scooter, ATV, or any other powered, wheeled vehicle known to mankind, and faced with a choice between going a little slower than you have to or a little faster than necessary, the decision isn't all that complicated. - From the archives of the Summary of Mishaps



In some states, the law requires that if you use your windshield wipers, you must turn on your headlights. Makes sense-if you're having trouble seeing because of the rain, the other guy is, too.

The best approach to driving in bad weather is not to, but if you can't help it, here are some tips. When it's foggy, raining or snowing, keep your headlights or fog lights on, even in the daytime. Extend the two-second rule to three seconds (some days, that's pretty slow, but you'll appreciate the extra distance when the driver in front of you slams on his brakes).

A safe-driving tip: Turn on your headlights 30 minutes before sunset. It won't help you see better, but it will help other drivers to see you. At dusk, vehicles tend to blend in with the surroundings.

With as little as a quarter-inch of water on the road, your tires can turn into skis. If you keep your speed down when it is raining, you will increase the tire contact with the road, which prevents hydroplaning.

While you're walking or jogging, keep your eyes and ears open. Don't assume you have the right-of-way. Drunk drivers tend to forget little details like this.

If you're going to test-drive a motorcycle, make sure you don't also test the hardness of the helmet, the scuff-resistance of your pants, the response time of the nearest ambulance, and the blood supply of the local Red Cross. - *From the archives of the Summary of Mishaps*

When you are at the wheel of an official Navy vehicle, you're responsible for reminding passengers of the rules about seat belts. When there is a senior military occupant, that person is responsible for making sure the passengers comply.

Next time you hit the highway, pull off the road when you start getting the smallest hint that you are tired. Don't let the car pull off by itself when you prove to it you are unconscious. - *From the archives of the Summary of Mishaps*

Driving late at night? Stay on your toes. Two-thirds of the people killed in traffic mishaps between midnight and 4 a.m. had been drinking (either while driving or as a pedestrian). The other third are innocent victims: pedestrians, cyclists, and passengers. Four clues alert you to a drunk driver in traffic: They have trouble staying in the right position in their lane of traffic. They don't brake and accelerate normally. They don't pay attention and lose situational awareness. And they have poor judgment. For more about spotting drunk drivers, visit <http://safetycenter.navy.mil/safetips/drunkdirivers.htm>.

A high-speed wreck on the interstate isn't the main hazard. Many collisions happen within 25 miles of home and at relatively low speeds (four out of five occur at less than 40 mph). People not wearing safety belts have been fatally injured in collisions at speeds as slow as 12 mph. No matter how short the trip, or how slow you drive, buckle up!

Winter Driving Tip: Avoid traveling (especially alone) if severe weather is threatening. Before taking a trip, tell someone at your destination when you expect to arrive and your route. Stock your car with basic winter driving equipment: a scraper and brush, small shovel, jumper cables, tow chain and a bag of sand or cat litter for traction. Also include road flares, a blanket, heavy boots, warm clothing and a flashlight with batteries.

**POD Note #1:** All hands are reminded of the requirements set forth in, OPNAVINST 5100.12G, Navy Traffic Safety Program, pertaining to the use of safety belts in motor vehicles. a. All Navy military personnel shall use safety belts in a proper manner at all times, (on or off a naval station and on and off duty), when operating or riding in a private motor vehicle. b. Individuals shall not ride in seating positions where safety belts have not been installed, have been removed, or rendered inoperable.

**POD Note #2:** Protect yourself and your family while driving. Before you start your engine reach for your safety belt. Keep yourself and your family safe by observing the requirements in the Navy Traffic Safety Program.

**POD Note #4:** Navy Traffic Safety Program, OPNAVINST 5100.12G states the operator of any Navy vehicle is responsible for informing all passengers of all applicable safety belt, child safety seat, and personal protective equipment requirements. It is the senior military occupant's responsibility to ensure compliance by all passengers with those requirements. For civilian employees, the driver is responsible for enforcement if the senior occupant cannot be determined.

**POD Note #6:** All hands are reminded that motorcycle safety guidelines apply to all motorcycles operated by Navy personnel (both street and off road versions). This includes vehicles with less than 50cc engines such as mopeds, motor scooters and motorized bicycles. Refer to OPNAVINST 5100.12G and see your Safety Petty Officer.

**POD Note #7:** Do not wear portable headphones, earphones or other listening devices while operating a motor vehicle, walking, jogging, bicycling, or skating on roads and streets aboard naval installations is not only very hazardous but it is also failure to obey a general regulation, and punishable under the UCMJ.

**POD Note #8:** WALKMANS: Don't have a cassette or compact disk player installed in your car? Don't try wearing your portable headphones, earphones, or other listening devices while driving on base - it is strictly prohibited by OPNAVINST 5100.12G!

**POD Note #10:** In 2000, 4,739 pedestrians died in traffic crashes nationwide. Alcohol impairment was a factor in 31% with Blood Alcohol Concentrations (BAC) of 0.10 or greater. Be careful with alcohol, you don't have to be driving to get yourself killed by alcohol.

**POD Note #12:** Safety belts. Safety belts are required to be worn both on and off base and on and off duty by Navy military personnel. Navy civilian employees are required to wear safety belts on and off base in a duty status. This is a Navy regulation! And on base,

this does not just mean you the Sailor, but anyone riding in any part of your vehicle. You are responsible for your passengers.

**POD Note #13:** Riding in the back of a pick-up, flat bed or stake truck on base is prohibited. It would be nice to grab a ride back to the ship with your buddy, but not in the back of the truck!

**POD Note #14:** Safety belts. Safety belts are required to be worn both on and off base. This does not just mean you the sailor, but anyone riding in any part of the vehicle. This excludes the back of pickups where passengers are prohibited. You are responsible for your passengers.

**POD Note #15:** Motorcycle Safety Note: The Navy requires every operator of a motorcycle to complete the Motorcycle Safety Foundation's Motorcycle Rider Course - Riding and Street Skills or other training approved by the Naval Safety Center. This training applies to riders whether or not they ride on or off base or on or off duty.

**POD Note #16:** Motorcycle Safety Note: The Navy requires motorcycle riders to wear a DOT-approved helmet (properly fastened), impact-resistant eye protection, a long-sleeved shirt (rolled down and buttoned) or jacket, long-legged trousers, full-finger leather (or equivalent) gloves, sturdy footwear (leather boots or over the ankle shoes are strongly encourage). A brightly colored outer upper garment during the day a reflective upper garment during the night. The outer upper garment shall be clearly visible and not covered. This protective clothing must be worn whether or not they ride on or off base, on or off duty. (OPNAVINST 5100.12G, enclosure (1)). For more information, see you Safety Petty Officer.

**POD Note #19:** Motorcycle Safety: To ride a motorcycle while on active duty, regardless of where you are, you must: 1. Complete an approved Motorcycle Safety Rider Course. 2. Ride with headlights turned on at all times. 3. Wear personal protective equipment to include a properly fastened DOT-approved helmet, eye protection, long sleeve shirt, long legged trousers, full finger leather (or equivalent) gloves, hard soled shoes with heels and a brightly colored outer upper garment during the day a reflective upper garment during the night. The outer upper garment shall be clearly visible and not covered. 4. Hold a current motorcycle driver's license. 5. Have rear view mirrors mounted one each side of the handlebars.

**POD Note #20:** While on any DOD installation, the operator/passenger(s) of a motor vehicle are prohibited from having open containers of alcoholic beverages in their possession.

**POD Note #23:** All set for the long weekend? You know not to drink and drive, but what about the other guy? All hands are reminded to drive defensively and always wear your safety belt. Obey posted speed limits. Wearing of headphones while driving is prohibited, it limits your awareness. If you are tired pull over and rest for a while. Don't push it, have fun and come back alive and healthy.

**POD Note #24:** A SAFE DRIVING TIP: Turn your headlights on 30 minutes prior to sunset. It won't help you see better, but will help other drivers to see you. At dusk, vehicles tend to "blend in" with the surroundings.

**POD Note #27:** Safety belts, everyone? Active duty personnel are required to wear a safety belt when travelling in a car, whether on-base or off-base; whether in a Navy or privately owned vehicle. Furthermore, drivers who are active duty are held responsible for passenger compliance with this requirement. It's only smart to do so: unrestrained drivers and passengers are twice as likely to be killed or seriously injured in an automobile accident than those who use safety belts.

**POD Note #33:** A BM1 was riding his motorcycle to work. He changed lanes and glanced to his right. When he looked forward, he noticed a slow-moving car in front of him and hit his brakes. Travelling at 55 MPH, he hit the car. He flew off his bike, hit the rear window with his head, tumbled over the top of the car and landed on top of the hood. He was treated on the scene by emergency personnel and told to go home and rest. This cyclist was wearing all required personal protective equipment. His only injuries were bruised forearms and thighs. Personal protective equipment does work.

**POD Note #37:** Safety Belts. A large percentage of all collisions happen within 25 miles of home, and at relatively low speeds. Nearly 80 percent of all crashes occur at less than 40 mph and in urban areas. People not wearing safety belts have been fatally injured in collisions at speeds as slow as 12 mph. No matter how short the trip, or how slow you drive, don't gamble with your life. Buckle Up!

**POD Note #39:** Oh, Boy! A Sailor was trying out his newly purchased ATV by jumping sand dunes. He had never been on one before, and had no training on ATVs. He lost control of the ATV and, fearing he was going to crash, jumped. He cushioned his fall with his wrist, breaking it in several places. You MUST have training if you're going to ride a government-owned ATV and a privately-owned ATV if operating on base, OPNAVINST 5100.12G requires it. Most places that sell them either offer the training or know where you can get it.

**POD Note #43:** Inclement Weather. When the weather turns bad, it's too late to worry about your vehicle condition, so before long trips, check your tires (good tread?), lights (all working?), wipers (not rotted?) and brakes. Little things like this can make a difference when the chips are down.

**POD Note #44:** Bad Weather Driving. The best approach to driving in bad weather is not to. Sometimes it can't be helped, so here are some tips. When it's foggy, raining or snowing, keep your lights on, even in the daytime. If you have fog lights use them. Tap your brakes every so often (brake lights are brighter than tail lights). Drive at a speed that will allow you to stop in a distance shorter than you can see (some days, that's pretty slow). If you have anti-lock brakes and can stop on a dime, that's great, but don't count on the guy behind you being able to do the same.

**POD Note #45:** Collision Avoidance. If you get into a collision, it could turn into a massive pile-up. Don't stand on the road and try to warn approaching traffic. Some folks will be going too fast for the conditions (which leads to multi-car collisions) and you might get hit. Get off the road, and that means WAY off.

**POD Note #48:** Fast Break. Ever get stuck in the right hand lane behind someone going slower than you? Then to make things worse, the left lane fills up with faster traffic, and cars start building up behind you. You see the break in the left lane traffic coming up, and your adrenaline starts flowing. If you're fast enough on the accelerator, and the driver behind you is a little bit slower, you can execute a "high G" break and cut him off. Flashy? Nope. Just stupid. Courtesy is not only polite, it's safe.

**POD Note #51:** Hydroplaning. With enough water on the road, and it doesn't have to be more than about a quarter inch, your tires turn into skis. Unfortunately, leaning doesn't do much good except to provide a different perspective on the upcoming collision. What to do? Keep your speed down. It increases the tire contact with the road, which prevents hydroplaning.

**POD Note #54:** Alternatives. If you are going to party and drink, don't drive. There are many alternatives available: designated driver, a cab, call a friend or a local dial-a-ride program. The penalties are too severe and the risks are too great.

**POD Note #55:** Fatigue. Every year, Sailors use the holiday leave period to make long trips home. Understandable. Unfortunately, every year, some of these Sailors don't make it home for Christmas, not even in their dreams. The reason? Long hours on the road after long hours at work. Give yourself a break: sleep before starting out! It's far more important that you arrive, period, than it is for you to get there by a specific time. Don't let an artificial deadline become a DEAD line.

**POD Note #59:** Drugs + Driving = Tragedy. Most people know about alcohol and driving, but few consider the effects of legal drugs on driving skills. Seemingly harmless over-the-counter drugs can be deadly when combined with driving. Always check medication labels for side effects, such as drowsiness, BEFORE driving.

**POD Note #61:** Defensive Driving. Along with all the other tips, here's one straight from the Naval Safety Center: Always wear your safety belt. It's your best defense in a crash.

**POD Note #62:** Pedestrian Safety. More and more Sailors are getting injured in a pedestrian status. While you're walking or jogging, keep your eyes and ears open. Don't assume you have the right-of-way. Drunk drivers tend to forget little details like this.

**POD Note #66:** An oncoming car passed a tractor-trailer on a hill in a blind curve and smashed head on into a Sailor's car, driving it into the guard rail. The car was destroyed, but the Sailor only had a broken foot and some bruises. He was wearing his safety belt.

**POD Note #68:** Long weekends usually mean extended trips to be with family or friends. Time behind the wheel is increased, and the fatigue factor doubled. Throw in "one for the road" and the chances of an accident triples. Enjoy your time off, but don't push it to get there, and don't drink and drive. Wear your helmets, safety belts, life jackets, sun block, etc. Recreation should be relaxing, not harmful or fatal.

**POD Note #69:** A Sailor, in violation of OPNAVINST 5100.12G, was riding on the tailgate of a pickup truck. The driver made a U-turn, throwing him from the truck. He sustained head injuries. The rules are there for a reason.

**POD Note # 72:** A young Sailor was operating a borrowed motorcycle. While going only 10 mph, he lost control, fell and dislocated his shoulder. He was inexperienced, didn't have a motorcycle license, and hadn't attended a motorcycle safety course. Someone else carried his load for 30 days while he healed.

**POD Note #74:** A Sailor was riding in the back of a truck. The driver missed his exit on the freeway, so he threw the truck into reverse and sped backwards to get to the off-ramp. The truck crashed into a cement guardrail, throwing the sailor over the rail to a roadbed 60 feet below. The Sailor broke his collarbone, ribs, pelvis and facial bones, crushed his upper arm and bruised his lung, not to mention the cuts and minor bruises. OPNAVINST 5100.12G prohibits sailors from riding in the cargo area of any motor vehicle, at any time.

**POD Note #90:** Ever been to a wrecking yard? You always find some really nasty-looking carcasses of automobiles. However, no matter how battered the outside, there's always one part that remains reasonably intact: the car seats. If more passengers were anchored to the frame, like the seats, by their safety belts, most would survive the crashes. The forces involved in a car crash can heave bodies out windshields, windows and doors, but there's always room to live in the cab.

**POD Note #91:** A Sailor was riding in the back seat of a car when it was rear ended by another auto. He suffered a sprained back and neck, but was back to work the next day. The impact was hard enough to shatter the back window of the car, but he escaped serious injury. Probably due to his safety belt.

**POD Note #93:** A Sailor was riding his motorcycle over a hilly, winding road at about 25 mph when he hit some loose gravel and his bike went off the road into a ditch. Both bike and rider landed on a rock. The Sailor broke his wrist and elbow. His helmet was destroyed, but not before it saved his life.

**POD Note # 96:** A Sailor was riding his motorcycle on a wet and slippery surface, lost control in a turn, and ended up sliding about 10 feet on the pavement. He suffered multiple bruises and cuts, but he lived. He was wearing a helmet with a full face shield and his protective clothing.

**POD Note #101:** In some states, the law requires that if you use your windshield wipers, you must turn on your headlights. Think about it. If you're having trouble seeing because of the rain, the other guy is, too. Your head-lights will make it easier for him to see you, and that can prevent a disastrous accident. Consider making this part of your driving habits.

**POD Note #107:** A Sailor's car hit a truck on the highway. He got out and was pushing it off the road when he was hit by another car and killed. Don't take chances out there. Use flares to mark the scene of an accident so passers-by know to slow down.

**POD Note #110:** Drinking and driving is the leading cause of fatal accidents involving private motor vehicles. Alcohol not only slows your reaction time, it also affects your judgement. Drinking drivers tend to become reckless. They lose their ability to recognize hazards. They become a threat to themselves, their passengers and others. Use a designated driver if you're going to drink.

**POD Note #114:** A Sailor was riding a motorcycle with his wife as a passenger. They were following another couple on a motorcycle. The Sailor got distracted and bumped his front tire against the back tire of the other bike. His bike flipped over and landed on top of him and his wife. The fender landed on his head, breaking his helmet. The road put deep scratches in the helmet as well. No lost work days. Who says wearing a helmet isn't smart?

**POD Note #115:** A Sailor was driving down a highway when he was cut off by another car. He lost control, ran off the road and went down an embankment. The car rolled several times. The Sailor suffered a concussion, cracked ribs, broken collarbone, and numerous small cuts. Some say he was lucky to be alive. I'd say he was smart for buckling up.

**POD Note #117:** Two 19 year old Sailors borrowed a friend's car and went to a parking lot to drink. An hour later, they drove down the high- way, crossed the center line and hit a police car head on. Both suffered head injuries. Neither was wearing a safety belt. Both were intoxicated and under the legal age to drink. 'Nuff said.

**POD Note #121:** Whenever a child's car safety seat is involved in a crash, it is subjected to large stresses which can severely weaken it. Make sure you replace it after a crash.

**POD Note #124:** One guy took a friend's motorcycle for a ride. He turned a corner, hit loose pavement and lost control of the bike which fell on his leg and broke it. Overconfidence on any unfamiliar machine can add up to painful troubles.

**POD Note #125:** A Sailor and his brother were in a car that was hit by another car. Both were thrown into the roadway. The Sailor died when he was struck by a third car. No safety belts.

**POD Note #128:** A Sailor was sitting on top of the cab of a pickup truck while it was moving at about 4 mph. The truck hit a bump and the driver tried to stop, but hit the curb on the right side instead. The Sailor fell off and landed in the road where he cut his face, injured his ear and hurt his shoulder. Last I knew, they didn't mount safety belts on top of the car.

**POD Note #129:** Many aerosol tire inflators which are sold for temporary tire fixes contain a flammable propellant that can explode. Your best bet is to have the tire fixed professionally at the earliest opportunity, but make sure you tell the mechanic what you've used. He needs to deflate the tire, then inflate and deflate it several times, **BEFORE HE STARTS TO PLUG THE LEAK.** This should remove all the flammable propellant so the tire may be repaired safely. Failure to do so, may cause a major explosion.

**POD Note #130:** The owner of a Blazer pulled in to a service station to have his tire fixed. The mechanic pulled out the nail and, using a rasp- like tool, prepared the puncture for a plug. Suddenly the tire exploded. The explosion broke the mechanic's wrist, shoulder and collapsed his lung. It knocked plaques off the wall of the waiting room, broke the windshield of a car at one of the pump islands and did \$500 worth of damage to a car passing by on the street. The Blazer owner had temporarily fixed it with an aerosol tire inflator. The inflators contain latex to seal the leak, and highly flammable gas to reinflate the tire.

**POD Note #132:** Crime in the streets? Drunk driving, not murder or robbery, is the most frequently committed crime in the nation. DUI arrests total more than three times the total for all other violent crimes including murder, rape, robbery and aggravated assault. Don't be a criminal. Don't drink and drive.

**POD Note #135:** Driving late at night? Stay on your toes. Between midnight and 4 a.m., a large percentage of the drivers killed have been drinking. About two-thirds of all people killed in alcohol- related crashes are drivers or pedestrians who had been drinking. The other third are innocent victims, primarily pedestrians, cyclists, and passengers.

**POD Note #136:** When travelling in the wintertime, carry the essential equipment for any emergency stops and your final destination. Winter weather gets pretty severe. Whatever the territory you drive through, plan on a worst case scenario which involves a night alone while awaiting rescue personnel.

**POD Note #139:** Four-wheel drive isn't the only way to get through this year's ice and snow. All-season radials or snow tires and basic driving techniques are all most motorists need to confidently face the winter driving season.

**POD Note #143:** A Sailor was driving 55 mph on the freeway when his vehicle was sideswiped by a van. He was able to regain control of his car in time to avoid a concrete bridge support only because his safety belt kept him from being thrown away from the wheel. His only injuries were a sore shoulder and back.



**POD Note #144:** A Sailor was travelling a Montana mountain pass and hit a patch of ice. The trailer he was towing slid into the oncoming traffic and was detached from his Blazer by a pickup travelling in the opposite direction. The force from the collision spun his vehicle around and into the path of a second oncoming car. The trailer and Blazer were both totaled. NONE of those involved were hurt. They were ALL wearing a safety belt.

## ***Recreation, Athletics and Home POD Notes***

### **New POD Notes:**

Flag-football season has started. Stay injury-free this year. Check the playing field for divots, holes, litter and rocks.

Flag-football season is underway. Stay injury-free this year. Encourage a non-contact style of play. The more physical contact between players, the higher the risk of injury.

Three things you should never mix: a snow-covered hill, an inner tube and a tree. – *From the archives of the Summary of Mishaps*

Ski safely this winter. Get in shape by using an indoor ski machine. Do exercises for both the upper and lower body muscles.

Going skiing? Know the location and phone number of the nearest first-aid station or emergency medical service. Ski with a friend or a group. It's good to have someone around in case you need help.

Flag-football season has started. Stay injury-free this year. Wear a mouth guard. Rubber molded cleats, which help prevent slips and falls, are mandatory.

Preventing Basketball Injuries: More contact means more injuries. Officiated games where rules are enforced produce fewer injuries.

Safe Bicycling: If your bicycle fits, you'll perform better and avoid overuse injuries. Your knees should be at about a 15-degree angle when fully extended.

Home Swimming Pool Safety Tip: Learn CPR. As a general rule, babysitters and anyone who cares for children ought to know CPR, as well. A poster showing CPR instructions is a handy reminder and reference.

Safe Bicycling: Get in shape before you get serious about cycling. Stretch and do strengthening exercises. Before you ride, warm up and stretch for 5-to-10 minutes.

Home Swimming Pool Safety Tip: Make sure that adults know exactly how many kids are at the pool, and that one adult is always "on duty" watching them. As soon as a child isn't visible, check the water and the bottom of the pool first.

Avoid Sunburn: Sooner or later, that "healthy tan" will become unhealthy skin damage if you don't start dodging the sun rather than welcoming it. If you fish, golf, hike, or go to the beach, avoid as much exposure as you can. You'll still get plenty of sun.

Accident Fact: Twenty-two Sailors died recreation/off-duty mishaps in FY04. The three leading causes: inadequate training, failure to follow regulations, and lack of experience.

From FY02 through FY04, nearly three-quarters of all Navy mishap deaths were in traffic and off-duty/recreation mishaps.

Time spent on recreational/off-duty activities should leave personnel energized and refreshed, not injured or dead. Yet, between FY00 and FY04, 150 Sailors and Marines lost their lives during off-duty and recreational activities. Fifty-seven of these people drowned, 30 died from falls, and 10 died from alcohol poisoning.

Going skiing? If you aren't familiar with a ski area, study its trail map to select suitable runs. Know your limitations. A successful day on the slopes is one that leaves you healthy enough to ski again the next day.

Going skiing? Do not stop in the middle of the hill, in a spot where you will not be visible, at the intersection of trails or where you will get in the way of skiers loading or unloading from lifts. A standing skier does not have the right-of-way.

If you are planning a ski trip and aren't familiar with a ski area, study its trail map to select suitable runs. Know your limitations. A successful day on the slopes is one that leaves you healthy enough to ski again the next day

It says something when you search the internet for snowboard slang, and of the 14 words on the very first site you visit, seven have to do with falling and crashing. Kinda lets you know what to anticipate when you take up the sport. - *From the archives of the Summary of Mishaps*

#### **POD Note #1:**

Personal Protective Equipment during recreational activities: All hands are reminded that the use of PPE will be required, and enforced, when personnel are on or operating government property, or participating in command sponsored events. (ie.: Bicycling - ANSI approved helmets, Boxing - mouth guard) Further information can be found in OPNAVINST 5100.25A, Navy Recreation Athletics and Home Safety Program, or contact your Safety Petty Officer.

#### **POD Note #2:**

Jogging can be healthy if you are careful. A proper warm-up is a great start. Ensure you complete your jog without incident. Wear light colored clothing to be seen on the roadway (during reduced visibility conditions, reflective clothing will be worn).

**POD Note #3:**

All hands are reminded that the wearing of portable headphones, earphones, or other listening devices (other than hearing aids), while operating a motor vehicle or while jogging, walking, bicycling or skating on Naval Base roads and alleys is prohibited.

**POD Note #4:**

Did You Know that drowning is one of the leading killer of sailors in recreational mishaps? It is preventable if you follow these tips: 1. Learn how to swim 2. Swim only in authorized areas 3. Don't drink alcohol and swim 4. Never swim alone 5. Know the depth of the water before you dive 6. Always wear a flotation device while boating (Safetyline JUNE/JULY 1991)

**POD Note #5:**

Johnny went jogging wearing his WALKMAN. Johnny didn't hear the car horn before the bumper hit him. Now the WALKMAN is broken. SO is Johnny. Johnny doesn't jog anymore. Johnny doesn't listen to his WALKMAN anymore, either.

**POD Note #6:**

**BICYCLE SAFETY:** Choose a bicycle that is the right size for you. A bicycle is a vehicle. Routinely maintain it as you would your car. When riding stay alert, dress with safety in mind, wear long pants (tucked in), long sleeves, bright colors with reflective material & always wear a helmet.

**POD Note #7:**

**LAWN MOWER/TRACTOR SAFETY:** Don't allow children to operate ride- on lawn mowers. Government safety experts warn parents that one of every five deaths associated with riding mowers and garden tractors involves children, despite labels and warnings to the contrary. Equipment manufacturers and Safety Officials urge parents to follow these safety precautions.

**POD Note #8:**

**SMALL BOAT SAFETY:** Small boat operation may be fun, but can get complicated and dangerous if the weather suddenly changes or if you are not familiar with boating emergencies. Whenever you are operating a small boat: 1. Avoid drinking alcohol. 2. Sit- Never stand in a small boat; Keep all limbs inside the boat. 3. No horseplay while on board. 4. Make sure everyone has and is wearing a Personal Flotation Device.

**POD Note #9:**

**TAKE SAFETY HOME:** Its easy to see, as you walk around the ship the emphasis that is placed on safety. But when you leave the ship are you leaving safety on board? Liberty call shouldn't mean leaving safety on the job - take safety on the beach with you. Whether you're driving, playing sports, working in the garden on just cleaning out the garage, safety is always a welcome companion.

**POD Note #10:**

Recreational Safety - We all know that you must always use the correct tool for the job. The same rule applies for recreational activities and sports. One does not play golf with a baseball bat or fish with a #1 wood. Proper foot wear, i.e., a high top shoe or one providing good ankle support is a must while playing basketball, especially on the hanger deck (or non prepared rough surface) (IAW USS \_\_\_\_\_ INST 5100.XX).

**POD Note #11:**

Personal Safety Note: Navy personnel operating a bicycle on government property or during command-sponsored events must wear an ANSI or SNELL approved helmet. Bicyclists will wear light- colored clothing (reflective clothing during reduced visibility conditions). (IAW OPNAVINST 5100.25A.4.6)

**POD Note #12:**

From the Safety Officer: Summer is just around the corner. It's time to dust off and polish up that bicycle, but don't forget to polish up that safety helmet too. Remember think safety and besides it is a requirement on base. (OPNAVINST 5100.25A)

**POD Note #13:**

Beach Safety: Heading to the beach? Swim only at a beach with a lifeguard and take a buddy. Never swim alone. Avoid the big surf and be aware of the shore break. A broken neck can spoil your day in paradise.

**POD Note #14:**

Getting ready for the PRT? All hands are reminded to use the sidewalks or jogging paths when jogging. Avoid roads and streets if possible. When you must use the roadway jog facing traffic, wear light or reflective clothing and obey all traffic rules and regulations. Be cautious of cars entering the roadway. (OPNAVINST 5100.12F Enclosure 1)

**POD Note #15:**

The Navy's Recreation, Athletic, and Home Safety Program (OPNAVINST 5100.25A) requires patrons of Navy auto and wood hobby shops and recreational water craft be properly qualified for safe operation of power tools, hydraulic lifts, spray paint booths and water craft.

**POD Note #16:**

The Navy's Recreation, Athletic, and Home Safety Program (OPNAVINST 5100.25A and Mishap and Investigation and Reporting OPNAVINST 5102.1C) requires Mishap Investigating and Reporting for military dependents suffering an injury or fatality on government property or in conjunction with command sponsored events off government property.

**POD Note #17:**

Up and Over. A sailor was playing softball with his command's team. While chasing a fly ball that was hit over the fence, he jumped on the fence. He used his foot to boost himself up and lost his balance. While dangling from the fence, he had time to reflect on his lack of safety awareness. The recuperation leave, after surgery to repair a severed tendon, will allow more reflection.

**POD Note #18:**

"Sweat 'Till You're Wet." What bogus advice! A sailor was exercising during lunch. He wore impermeable hip shorts to increase perspiration, and a weight belt. After he stopped running, he sat down and couldn't get back up or speak. He lost one day from work due to heat stress and dehydration. Drink lots of water before you exercise, and stop at the first sign of trouble. Besides, sauna suits don't work. Save your money; eat less instead.

**POD Note #19:**

"Keep your eye on the ball." A sailor was playing softball. The batter hit a line drive which slammed into the sailor's eye. Two lost work days because of corneal abrasion. The Safety Officer's recommendation: Spectators or participants always be alert at the ball field, either duck or use the glove to catch the ball.

**POD Note #20:**

While running the PRT, a sailor tore a leg muscle. Another one sprained his ankle while playing volleyball. A third strained his back while swinging a bat at a softball. Finally, another sailor went jogging, stepped into a pothole, and pulled ligaments in his knee. Exercise is good for you, but you do need to stretch, warm up and watch where you put your feet!

**POD Note #21:**

A sailor slid into third base during a softball game. Breakaway bases weren't used. He broke his ankle. Keep the game in perspective. It's not ever the ninth inning of the seventh game of a three and three world series. It's never worth getting hurt over.

**POD Note #22:**

When he tried to dunk a basketball, a sailor slipped and fell. The backboard supports gave way, the backboard and basket fell and hit the sailor in the face. In addition to his upper palate being torn loose, he suffered a broken jaw, chipped teeth, cut cheek and lip. Always inspect equipment before use.

**POD Note #23:**

One sailor, running to first base, collided with the first baseman who was reaching for the throw. He broke his jaw in three places and knocked out two teeth. Instead of deploying with his unit, he was left behind. Now that's a put out.

**POD Note #24:**

During league softball, a sailor did a late slide into second. His right cleat hooked the bag and his momentum dragged him over the bag, twisting his leg under his body. He's sitting out the rest of this season - two months in a cast. Make sure the bases you use are breakaway bases, or you may break your leg like he did.

**POD Note #25:**

A sailor sprained his ankle. A week later, he was playing basketball and sprained it again, this time badly. The doctor had told him to take it easy, but he decided to emulate the pro's and "play with pain." Listen to the Doctor that's why there paid the big bucks. Thirty days lost time.

**POD Note #26:**

A sailor, in violation of Navy regulations, was playing racquet- ball without eye protection. He got hit in the eye by a fast-moving ball and landed in the hospital for five days. A perfect example of why "Keep your eye on the ball" isn't only a figure of speech.

**POD Note #27:**

Another sailor with an eye injury from racquetball. It's wonder- ful exercise, but the speeds of the ball have been clocked at above 80 mph. If it hits you, it's going to hurt. If it hits you in the eye, it can blind you. Use your eye protection.

**POD Note #28:**

A sailor was playing catch with a football. He kicked the ball onto the roof of a building. When he tried to climb up a plastic drain pipe to retrieve the ball, the pipe gave way and he fell about 25 feet. 14 days in the hospital with a broken pelvis and wrist. Another sneaky ladder, this time disguised as a drain pipe. Always use the correct equipment, properly.

**POD Note #29:**

A sailor was killed when he was struck by a car while jogging. The car had swerved to avoid an accident. Cars and joggers obviously don't mix, but the cars don't seem to mind so much. The joggers need to stay alert.

**POD Note #30:**

Fearing an accident, one sailor tried to stop some horseplay between two others. One of the other guys grabbed him by the legs, causing him to fall, hit his head on the steel deck plate and suffered a concussion. The other guy tripped over him and broke his toe. "The good, the bad and the ugly."

**POD Note #31:**

Even though a previous knee injury bothered him, this sailor finished the ship's PRT. He decided to "work it out" at a volleyball game later that afternoon. His knee buckled on him, tearing ligaments. Athletic events are supposed to improve your health. Don't try to be an iron man when you know you're hurt.

**POD Note #32:**

One sailor got together with his shipmates for a 'friendly' game of tackle football. He was tackled and brought down when a third player, trying to avoid the two guys on the ground, tried to jump over them, missed and landed on the first guy, breaking two ribs and collapsing a lung. Contact sports REQUIRE protective equipment. Even the pros use it.

**POD Note #33:**

One sailor with about two months experience at lifting weights decided to squat lift 412 pounds without a weight belt. He was hospitalized for 10 days when his back gave out on the last lift and is facing possible permanent partial disability. If you're going to lift, use the right equipment.

**POD Note #34:**

A sailor tried to 'jam' one home during a basketball game. After momentarily hanging on the basket's rim (a technical foul), he came down off balance and landed on his hands. Two points, two splints. Sports rules, like those on the ship, are there for a reason. Enjoy yourself, but be safe.

**POD Note #35:**

A sailor was chasing a fly ball and collided with another guy who was going after it, too. The first guy jammed his shoulder and spent 3 days SIQ and 6 weeks on limited duty. A simple "I've got it!" would have prevented this. Try using that phrase in your ball games.

**POD Note #36:**

A jogger took a shortcut across unfamiliar territory at night. (Guess what happens next.) He stepped into a hole and broke his ankle. Three lost work days.

**POD Note #37:**

A sailor was weight-lifting without a spotter. The ship took a roll, causing him to drop a 50 pound weight on his foot, breaking it. Always use a spotter in the weight room. It's not a sign of weakness, it's a sign of good sense.

**POD Note #38:**

Believing play had ended, a sailor removed his protective goggles to wipe the sweat from around his eyes. He was unaware his partner was about to take a shot. He turned around just in time to be hit in the eye with the racquetball. Damage: lacerated cornea, bruised eye muscle. There's a reason we tell you not to remove your eye protection until you leave the court.

**POD Note #39:**

Some studies in the United States have said that runners are at risk of developing degenerative hip disease. It's possible, but only if you log too many hard, fast miles. Improvements in running shoes have dramatically decreased the impact on legs and hip. In fact, one Swiss doctor involved in a very recent study says: "The increase in risk of osteoarthritis of the hip conferred by moderate (20-30 miles a week) is negligible compared to its beneficial effects on the risk of cardiovascular and other chronic diseases and on mental health."

**POD Note #40:**

"Flame ON!" Whether you are cooking at home or in the galley, a grease fire is an emergency that requires correct and immediate attention. If a grease fire erupts from a pot or pan on the stove, do NOT try to carry it outside. You stand a good chance of splashing the hot grease on yourself. Instead, try to smother the fire by placing a lid on the pan, using a fire extinguisher or dousing it with baking soda. Use of water or flour is not recommended. If the grease is hot enough, the water will flash to steam, splattering burning grease everywhere, and the flour could ignite in a small version of a granary explosion.

**POD Note #41:**

Alternate Energy? One family was heating their home with the stove when the five-year old daughter reached over the stove to get a towel. Her clothing caught on fire and she screamed. The mother came running and smothered the burning clothes. Both received first- and second-degree burns.



**POD Note #42:**

Wet Wax. One young lady sprayed furniture polish on the kitchen floor. Dad walked in and went down. He caught his foot under the edge of a cabinet and tore ligaments. Next time, Dad, lock the polish and cleansers out of your daughter's reach and take her to an ice rink. Always use the right product for the right job.

**POD Note #43:**

Microwave Popcorn. A sailor popped a bag of popcorn in the micro. After popping it, the sailor examined the contents of the bag to see if all the kernels had popped. The escaping steam burned an eye. Always read and heed the manufacture instructions

**POD Note #44:**

Near Miss. While sitting on a porch railing, a sailor was playfully pushed by his shipmate. He fell off the railing and injured his back and spine, with immediate temporary paralysis. On the ambulance ride to the hospital, he lost consciousness and stopped breathing. The ambulance attendant cleared his breathing passage. Five days in the hospital and four days of convalescence. The guy is back at work with no disability. Close call? You bet. This is what a little horseplay can lead to.

**POD Note #45:**

Primatene? Guess Again! A sailor woke up with an asthma attack and reached under the pillow for some medication. The sailor also kept a gun under the pillow. The bullet went through the pillow, struck the jaw and shattered teeth. If the neighborhood is that bad, MOVE.

**POD Note #46:**

A sailor was opening cans of jelly for the mess decks. Instead of completely removing the top, he opened the cans part way and bent the top back. He cut a tendon on a finger (surprise). Can lids are razor sharp. Treat them that way.

**POD Note #47:**

A sailor was sitting on a balcony railing of the second floor terrace after drinking a few beers. He began swinging his legs back and forth while he was talking to a young lady, swung too far and fell 20 feet to the sidewalk below. Alcohol affects your judgement and balance, and railings are not chairs. Be careful when you've been drinking.

**POD Note #48:**

A sailor was working under a farm tractor and needed an operational test. He checked the gear linkage to ensure it was in neutral and had a friend start the tractor. The free-play in

the linkage gave a false indication, and the tractor lurched forward when started. Being in the path of operating equipment is hazardous. Doing so while someone else controls it is foolhardy.

**POD Note #49:**

While playing 'sandlot' basketball in his hometown, a sailor lost his balance and fell against the garage door. The hand he put out to catch himself went through the garage door window, cutting his hand from the palm to the wrist. Having a basketball hoop on a garage is as American as apple pie. Having it over a garage door with glass in it is an accident waiting to happen.

**POD Note #50:**

A sailor heard a knocking sound coming from his car's engine, so he turned it off. During the troubleshooting he found the radiator was empty. After he restarted the car, he poured water into the radiator. He didn't wait for the engine to cool down, and he didn't put the cap on tight when he was finished. While he was checking the rest of the engine, the partially tightened cap blew off, and he got second degree burns over 16 percent of his body. Don't leave your safety sense at work. It works well at home, too.

**POD Note #51:**

A sailor was waiting at dock landing for the shuttle boat. The coxswain slowed the boat as it approached to allow the incoming wake to die. The waiting sailor was in a hurry and tried to jump the four foot gap between the landing and the boat. He wasn't hurt, only embarrassed. Don't get in a hurry, or you may not be as lucky as he was.

**POD Note #52:**

A sailor was pruning a branch in his backyard with a knife instead of pruning shears. He held the branch in his right hand and held the knife in his left hand. The knife slipped, slashing two fingers and tendons on his right hand. Permanent partial disability. The right tool for the job, and the right procedure, would have saved him a lot of grief.

**POD Note #53:**

A sailor loosened his car's radiator cap. He was scalded, with second degree burns to his face, and may have permanently damaged his eye. Safety is an off-the-job practice, too.

**POD Note #54:**

A sailor was removing his vacuum cleaner's motor for some preventive maintenance. He assumed the vacuum cleaner was turned off when he plugged it in. It wasn't, and the motor jumped from the vacuum. The motor fan cut his arm. He spent four days in the

hospital. Don't take chances at home either, make sure the power is off before doing maintenance or repair to electrical equipment.

**POD Note #55:**

One of our shipmates was having trouble with some stubborn charcoal, so he added new briquettes and lighter to the already hot coals. He still couldn't get the fire lit, so he wadded up a newspaper, lit it and blew on it to light the coals. The resulting blaze caught his shirt on fire. He threw himself to the ground to put out the flames and dislocated his shoulder. He spent one day in the hospital and lost 21 days at work because of his injuries. Be careful at home, too.

**POD Note #56:**

A senior petty officer was troubleshooting a fuel problem in his car. He poured gasoline into the carburetor while the engine was running. The car backfired and sprayed his face with burning fuel. He received second degree burns to his face, neck and arms. Gas goes in the tank of a car, and you do it with the engine off.

**POD Note #57:**

A sailor was running down a hall, slipped on some water on the floor and fell against a door window. He slashed his arm and may have permanent partial disability. Rushing around like a chicken with its head cut off can lead to some serious injuries. Be careful out there.

**POD Note #58:**

Every year lightning strikes kill more people than floods and hurricanes combined. When the thunderbolts start flying, inside is the best place to be, but a closed automobile also offers protection. While you're inside, stay away from metal objects, telephones, fireplaces, kitchen sinks, open doors and awnings.

**POD Note #59:**

Normal household voltage can kill, but it would have to be a thousand times stronger to jump just one foot through the air. Lightning travels a mile or more. Respect nature's light shows as the danger they are.

**POD Note #60:**

Caught outside in a lightning storm? Here are some precautions:

avoid open fields, boats, lone trees and wire fences. All of them act as 'lightning magnets.'

**POD Note #61:**

A sailor was helping his volunteer fire department burn some brush with a torch saturated with gasoline. He didn't know the other people had already soaked the stack with gasoline. As he approached, the flash engulfed him in flames. He suffered first- and second-degree burns to his arms, face and chest. Gasoline is designed to explode and burn. It was designed well.

**POD Note #62:**

When the mower stuck in uneven turf, a sailor used a foot against the rear of the mower and tried to lift it at the same time in an effort to free it. The foot slipped under the mower, and the mower cut and broke the big toe. Four lost workdays. Be careful out there!

**POD Note #63:**

While mowing a relative's lawn, a sailor was standing on a small hill and tried to pull the mower up to him. His foot slipped and slid under the guard of the mower. He suffered severe lacerations and broke his toe. Mowers will, with sufficient provocation, cut more than grass.

**POD Note #64:**

A sailor was running toward his barracks in the early morning dark. He didn't see the embankment, so he fell 8 feet to the sidewalk and landed on his face. He lost his high frequency hearing because of the resulting skull fracture. Running in the dark? Not good.

**POD Note #65:**

A sailor's friend drove up in a car with the fan belt squealing. He shut off the engine and opened the door. Thinking he was getting out, the sailor popped the hood and reached in to check the fan belt tension. His friend restarted the engine to aid in the troubleshooting. Two broken fingers and deep cuts to a third. Make sure you communicate when you're working on equipment with someone else. Better the fan belt squeals from being loose than you squealing from mashed fingers.

**POD Note #66:**

While drilling through some wood at home, a sailor drilled through his finger. Proper shop practices, like clamping the work, would have prevented this painful experience. Take safety home with you.

**POD Note #67:**

While handling an automatic weapon and its clip, two sailors managed to load a round into the chamber. Then they dropped it. While fumbling to catch the gun, Quick Draw McGraw shot himself and Baba Louie. Baba Louie's got a flesh wound and Quick Draw's got a gaping hole and a shattered bone in his leg. These things don't just happen. Be careful out there.

**POD Note #68:**

A sailor was felling a tree at home. He undercut one side to direct the fall, but the tree leaned the other way regardless, binding the chain saw. He turned off the saw and pushed a truck up against the tree to hold it. Then he got a ladder, leaned it against the tree ... Sprained ankle and torn ankle tendons.

**POD Note #69:**

A sailor was arc-welding his car exhaust using a commercially- bought welding kit. A hand-held welding mask was supplied with the kit, and he used it. He still suffered flash burns to both eyes. As Honest John, the used car salesman says, just because you bought it at a store doesn't mean it'll work like the in- structions say.

**POD Note #70:**

One sailor had "a couple of beers" at a housecleaning party and went up on the slanted roof during a light drizzle to clean the gutters. Standing on one foot, he used the other to kick at the contents of the gutters. He slipped, fell and sustained a compression fracture to his lower back bone. Judgement affected, balance affected, body affected. Enjoy the beer after the job is completed.

**POD Note #71:**

A sailor got off work and called his girlfriend. This was after 10 beers. He got mad, hung up, and punched a locker, breaking his hand. The locker wins by decision.

**POD Note #72:**

A sailor stood on a table to rewire his video equipment. After completing the job, he started down, slipped and fell about 4.5 feet, injuring his lower back. Beware of those crafty ladders that look like tables, chairs, boxes, stools or benches. Only trust ladders that look like ladders.

**POD Note #73:**

While setting up for a party at an off-duty job, one person set the coffee pot up with the power cord extending across the walkway. The other tried to jump the cord, missed and pulled the coffee pot off the shelf. The second person received second- degree burns to his leg and lost 9 work days. Trip hazards are everywhere. Don't get sucked in.

**POD Note #74:**

A sailor was setting forms to pour concrete at home. His neighbor, being a true neighbor, was helping. As the sailor adjusted a stake, his neighbor smashed his hand with the 8 pound sledge. Wow.

**POD Note #75:**

A sailor was mowing his lawn in his slippers. When he got to sloping ground, he slipped (surprise). He took off the slippers and continued to mow barefoot. As he was moving downhill (instead of across the slope), he slipped again (more surprise). His big toe was taken off when his left foot 'slipped' under the mover deck. The rear guard that was on the mower when he bought it was gone at the time of the accident. Always wear non-slip shoes when cutting the grass.

**POD Note #76:**

A young sailor was engaged in a 'do-it-yourself' move when the flimsy box full of household goods collapsed. A knife inside pierced the box and his abdomen. Five days in the hospital, and 12 lost workdays. Moves are a big hassle. Hospitals are worse. When packing, use sturdy boxes, and don't overload them. Make sure sharp objects are well padded.

**POD Note #77:**

A sailor attached an aluminum-cutting blade to an electric grinder. He was cutting a piece of aluminum sheet metal when the saw kicked back and down, penetrating his leg. Permanent partial disability. He wore all his safety gear, but he wasn't using the right tool. If he'd used a cutting wheel instead of a grinder, he'd have been protected by the safety guard.

**POD Note #79:**

During one fiscal year, the Navy lost enough sailors to man a fast frigate, 354 good men and women. 244 to motor vehicle accidents (1855 injured), 52 killed in recreation and home accidents (2515 injured), 36 in aviation mishaps, 11 aboard ships and submarines, 9 at shore activities, and 2 in diving accidents. Be careful out there.

**POD Note #80:**

Why? There are probably 354 answers, but many have common threads. Like no safety belts, no helmets, alcohol impairment, or taking chances. Believe it, it CAN happen to you.

**POD Note #81:**

A sailor was driving his car when it overheated. Without waiting for his engine to cool, he removed the radiator cap. Hot water sprayed on his arm and shoulder causing first- and second-degree burns. Hot really does mean hot, especially when you consider that your car's coolant routinely runs at 160 degrees Fahrenheit, and it 'overheats' at about 230 degrees Fahrenheit.

**POD Note #82:**

A sailor was climbing stairs to his second-floor apartment with a six-pack of beer in each hand. When he slipped he crushed two bottles with his hand, severing arteries, tendons and nerves in his wrist. Possible permanent partial disability. Keep one hand free when you're climbing stairs at home, or the ladders on the ship. You'll be able to use a handrail.

**POD Note #83:**

We all know lawn mowers cut grass, fingers and toes with equal precision. To keep from adding screams of agony to the other noises at home, follow this advice: Never clean or do maintenance on a mower while it's running. Wear close-fitting clothes and non-slip shoes. Go over the lawn carefully before mowing to remove loose items and identify solid obstacles. Add fuel, wiping up spills BEFORE starting the mower. Make sure your electric mower is labeled "double-insulated" and gets plugged into a three-prong outlet. Adjust the cutting height before starting. If the lawn is wet, wait.

**POD Note #84:**

Carbon monoxide is colorless, odorless, tasteless and deadly. To avoid it, do a short "pre-light off" check on your furnace at the beginning of the heating season. Light the pilot light (if you have one) in accordance with manufacturer's instructions (usually posted on the inside). Observe the flame: it should be blue with a SMALL amount of yellow at the tip. Then, standing clear of the furnace, turn the thermostat up above room temperature and inspect the main heating flames. They should have the same color pattern as the pilot. If, not, call a trained qualified technician for a furnace inspection, and they'll be able to tell you what's wrong.

**POD Note #85:**

Carbon monoxide poisoning can be caused by exposure to car exhaust, a faulty heating furnace, or the fumes given off by burning charcoal. The symptoms of carbon monoxide poisoning include nausea, vomiting, lightheadedness, loss of muscle control, and unconsciousness. It can result in severe brain damage and death. Never run your car in a closed garage or operate it with a leaking exhaust system. Inspect your home's furnace for proper combustion, and NEVER use a charcoal fire to heat a confined space.

**POD Note #86:**

One sailor was painting his garage and set his ladder up on some oily concrete. His wife was holding the ladder, but turned away to leave. The ladder started sliding down the wall. The sailor turned to see what was happening as the ladder rapidly completed the trip (down). He ended up in the hospital for 3 days and off work for 17 due to his spinal injuries. When using a ladder, make sure you set it up where it won't tilt, slip or fall.

**POD Note #87:**

One sailor was at home pulling logs with a farm tractor. One of the logs didn't clear on the first try, so he decided to use a running start. When the towing chain tightened, the tractor flipped nose-up and fell backwards on him. He died from the injuries. On the ship or at home, brute force usually isn't the answer in a working situation.

**POD Note #88:**

A sailor had his motorcycle idling while he lubricated the chain. He was holding a rag against the chain to wipe off the excess oil. You guessed it. The chain caught the rag, and the sprocket caught his finger tip. Keep loose articles clear of moving machinery. Don't do maintenance on operating machinery.

**POD Note #90:**

While installing a front axle on a jeep, a sailor used an auto jack to raise one end of the axle and several logs to support the other end. While he was trying to position the axle to align it, the logs slipped (surprise). The axle fell on his foot, crushing it. Proper maintenance practices are just as important at home as they are at work.

**POD Note #91:**

Another one bites the dust. A sailor was repairing a roof and put one leg of his stepladder in soft dirt. When he climbed up the ladder, that leg sank (surprise). He lost his balance (surprise, again) and fell, caught his foot between the steps of the ladder and broke his ankle. Make sure the ladder is stable before you climb it. The law of gravity has never been known to fail.

**POD Note #92:**

Maintenance on operating machinery is dangerous. One sailor was cleaning the discharge chute of his snowblower with the 'blower in neutral. He removed the clog with his hand, turning the 'blower blades, which automatically engaged the engine. He lost one finger, had the tip of another cut off, broke one and cut the others.

**POD Note #93:**

A petty officer was home sleeping on his couch. His girlfriend was in the kitchen cooking supper when the frying pan she was using caught fire. She picked up the pan to take it



outside. While passing the sofa, she spilled some grease on herself, causing her to drop the skillet on the sailor's lap. Third- degree burns to 13 percent of his body. Smother grease fires with a lid or baking soda. Don't run with them.

**POD Note #94:**

A sailor was trying to clean a loaded .22 caliber revolver. He decided to unload it, but the cleaning rag snagged the trigger, firing the gun into his foot. Unload the weapon, and keep it that way until you're on the range.

**POD Note #95:**

Another treacherous ladder disguised itself, this time as a chair. The sailor was standing on it to hang a plant holder when he lost his balance, fell and broke his knee cap. Permanent partial disability. The only ladder to trust is one that looks like a ladder.

**POD Note #96:**

A young sailor was having an argument, lost his temper, and punched out a car window. The window didn't break, but his knuckles did. When you're angry and want to hit something, don't.

**POD Note #97:**

While slicing onions using a machine, a sailor put one in the dicing slot. Realizing his mistake, he tried to retrieve it. New recipe - onions a la digit. 4 days hospitalized, 21 days of limited duty. He should have turned it off. POD Note: A trainee punctured her left eardrum when "a pencil I was holding accidentally slipped into my ear". Okay, sure. If you have to put something in your ear, make it your elbow.

**POD Note #98:**

A sailor was trying to hang a curtain while standing on a straw basket. The basket tipped and the sailor fell into a window, broke it and then fell on the floor. He strained his lower back and cut his hand, arm and back. Ever seen a ladder that looked like a straw basket?

**POD Note #99:**

A Navy club employee was draining hot grease from a deep fat fryer into a plastic jug. The jug melted (surprise) and spilled the grease over the employee's foot. Third degree burns. This is the formula for this mishap: hot grease + plastic container + not thinking = burns.

**POD Note #100:**

If you've not yet made any New Year's resolutions, here's a few to try for a safer year. "I hereby resolve to ..." wear my safety belt, use the required safety gear for the task I'm starting, use the buddy system in port, not take foolish chances on liberty, treat firearms as if they were loaded, give my undivided attention to my task, buckle my children in their safety seats, pay attention to the safety notes in the POD.

**POD Note #101:**

A sailor was brushing his teeth in the morning. He saw a glass he thought was filled with water and used it to rinse out his mouth, swallowing about three-fourths of it. Turns out it was bleach on the way to the laundry. He got 48 hours SIQ, but could have died. Unmarked containers are a death trap waiting for someone.

**POD Note #102:**

Halloween is a time for fun for the kids. Make sure they're safe by selecting costumes with light colors and reflective qualities, fire-retardant material, short enough to keep the children from tripping, face masks which allow the child to see and don't restrict breathing. Go with the kids and use a flashlight. Go to homes of people you know. Use the sidewalks. It's courteous and doesn't contain as many trip hazards as some lawns. Don't let the kids play with jack-o'-lanterns with open flames, and examine all treats before you let your child eat them.

**POD Note #103:**

One guy was using a 25,000 rpm grinder equipped with a 15,000 rpm wheel. The wheel broke up at the higher speed, hitting this guy in the neck, jaw and collarbone. Mismatching a grinder and a wheel leads to this kind of incident all too often. Make sure you match them correctly. Color coding is one idea to ensure the right wheels are used on the right grinder.

**POD Note #104:**

After securing from a swing shift, a group of sailors decided it was "Miller time." Since alcohol isn't allowed in the barracks, they decided to do their drinking on the roof. One of them fell three stories. Permanent total disability is likely. Alcohol affects not only your judgement but also your balance. Best to do your drinking at ground level.

**POD Note #105:**

While at an overseas station, one of our sailors went swimming in the ocean using a body board. People watching noticed he was having trouble. One pulled him out and took him and his family to a nearby Navy hospital. Three hours of life-saving efforts were unsuccessful because they'd been started too late. The tragedy is that none of the people first involved knew how to perform CPR or first aid, including the sailor's wife. Sign up your families for CPR and go yourself.

**POD Note #106:**

A senior petty officer was carrying two pieces of mail down the seven concrete post office stairs and fell. He tried to break his fall with his hands but broke his wrist and thumb instead. The sun was shining, the steps were dry, there was nothing on the steps to trip him and he wasn't chewing gum. Sometimes you can prevent a mishap just by watching where you're going.

**POD Note #107:**

A sailor was splitting wood using a steel wedge and sledgehammer. When he struck the wedge with the hammer, a metal fragment broke off and punctured his leg. When splitting wood, start the split with a splitting maul. After the wood has a crack in it, use the wedge to finish the job. Don't use the wedge to make the initial split, and make sure the wood is cured before splitting. Green wood is very resilient, and may throw the maul back at you.

**POD Note #108:**

A sailor was walking to his car when his parents' dog ran into the street. The sailor chased after it without looking for traffic and was struck by a car. 30 lost work days because of a broken ankle. He was lucky, he could have been killed.

**POD Note #109:**

A sailor was helping a friend fix the roof of his house. He was prying up a sheet of plywood when the nails suddenly released. The sailor lost his balance, fell 20 feet to a driveway and broke both his heels and hands. If you're working aloft, always take safety precautions -- off duty and on duty.

**POD Note #110:**

A sailor saw a wasp flying toward him and took a barehanded swipe at it. He missed the wasp but did manage to hit himself in the groin. Ouch. Four lost work days and a good deal of ribbing from his shipmates. Bet he uses a fly-swatter or rolled up newspaper next time. And takes a little better aim.

**POD Note #111:**

One guy was helping his brother upholster the headliner of his truck. As he pressed harder on his screwdriver to tuck the material into a seam, the screwdriver slipped, bounced off the rear window and punctured his right eye. The right tool for the right job....

**POD Note #112:**

A sailor was using a folding knife to trim a rose bush (first dumb move). He was cutting toward his body instead of away (second dumb move). The knife slipped and he stabbed himself in the arm. He said he won't do that again (first smart move...).

**POD Note #113:**

Two guys were moving a filing cabinet without emptying the drawers or using a dolly. It weighed 169 pounds. One of them lost 3 work days to a sprained back. Surprise, surprise. If it weighs over 50 pounds, get some help. If it weighs over 100 pounds, get some mechanical help (rigging, dolly, etc.).

**POD Note #114:**

A sailor was trying to light a fire in a wood stove, apparently using gasoline. The resulting explosion resulted in second and third degree burns over 40 percent of his body. Burns like this are usually fatal.

**POD Note #115:**

At home and at work, we're exposed to high-voltage dangers. Aboard ship, we have established, tested procedures for tagging- out equipment and using proper safety tools. When you go home, you should apply the same high standards. Use caution when using electrical lawn or garden equipment, cleaning major kitchen appliances or working on your car. Don't wait for a shock to enlighten you and your family to electrical hazards.

**POD Note #116:**

A sailor returned home from a party and decided the post in his front yard was an eyesore. In an effort to loosen the post, he kicked it and broke his foot. Keep in mind, people, that mostly, the wood wins.

**POD Note #117:**

The holidays are here again. Be watchful of young children and babies around mistletoe berries, poinsettia leaves and flowers, holly berries and Jerusalem cherry plants. If ingested they can cause acute stomach and intestinal irritation, nausea and/or vomiting, possibly death.

**POD Note #118:**

Cooking with whole bay leaves? Remove them from the food before serving, and avoid eating them. Bay leaves add wonderful flavor to the food, but are not easily digested and may cause digestive upset.

**POD Note #119:**

Before using your decorative lights, check plugs and connectors for loose or missing plastic inserts. Also check for damaged sockets, exposed wires and missing or damaged bulbs. All are possible electrical shock hazards, which can result in tragedy.

**POD Note #120:**

Keep hot foods hot; keep cold foods cold. To avoid salmonella or other contamination:

(1) thaw poultry in the refrigerator or in cold water; (2) wash poultry thoroughly with cool water before cooking; (3) make sure utensils, cutting boards and hands used on raw meat don't come in contact with prepared foods; and (4) wash utensils, cutting boards, hands, etc. in warm, soapy water.

**POD Note #121:**

During this holiday season, make sure mobile babies and young children in the proximity of the Christmas tree are supervised. Make sure children's toys are suited for their age and development. Before wrapping, make sure the toys are checked for loose or missing parts.

**POD Note #122:**

Pets in your home? During this season, make sure they're supervised in proximity of the Christmas tree. Avoid placing ornaments and lights on the lower branches of the tree. Don't feed chocolate to your pet, and make sure Fido's toys are checked for loose or missing parts.

**POD Note #123:**

The Safety Officer has some information on home security. If you're interested, see him or call him at XXXX.

**POD Note #124:**

This Christmas season, many of us will have cut trees in our home. To keep home safe for the holidays, follow this simple guidelines: (1) Place the tree in water up to the cut line and refill the stand with water daily (2) Keep the tree away from heat sources like ventilation ducts (3) When the needles begin to fall off, it's time to dispose of the tree.

**POD Note #125:**

Some of us have artificial Christmas trees, and don't recognize the dangers they can present. If you decide to buy an artificial tree this year, make sure it's made of fire-resistant material. If the tree is metal, don't attach electric lights to the tree. Instead, use a floor-mounted spotlight with rotating lenses. These are available at most home maintenance stores for a reasonable price.

**POD Note #126:**

For a safer holiday season, check your Christmas lights for these things: Underwriters' Laboratory (UL) approval, frayed wires, loose connections, broken or cracked outlets. Ensure the lights are fastened securely to the tree with the bulb away from the needles. Never use indoors lights outside or outdoor lights inside. In the interests of energy conservation and fire prevention, always turn off the lights when going to bed or when no one is home.

**POD Note #127:**

Make sure your artificial holiday decorations are flame retardant. Live decorations (boughs and wreaths) should be placed in water and away from candles or other heat sources. When applying artificial snow (flocking), make sure you do so in a well ventilated area.

**POD Note #128:**

Old-fashioned holidays often bring warm memories to mind, but they may also present severe fire hazards. If you're using candles in your holiday decorations, make sure you keep them away from trees, evergreens, draperies, curtains and flammable decorations.

**POD Note #129:**

Can't think of a gift? How about one to make their next year a safer one? Smoke detectors and fire extinguishers as gifts, show that you really do care about the person receiving them, and are very practical as well.

**POD Note #130:**

Travelling for the holidays? Make sure the hotel has a more than adequate fire protection program before you make a reservation. Never take a room above the ninth floor. If there is a fire, chances are good the fire department's ladder won't reach above the ninth floor window.

**POD Note #131:**

During the holiday season, the cooking, baking and candy-making fill the home with warmth and whet the appetite with the pleasant smells. To keep the kitchen safe, follow these rules: (1) keep pot handles turned in on stoves so children won't grab them (2) Keep hot items away from edges of counters and tables (3) Wear tight sleeves or sleeveless garments when cooking. Loose sleeves can catch fire easily.

**POD Note #132:**

Are you a smoker? At home, some simple guidelines can keep you from burning down the house. Use large ashtrays and keep matches and lighters away from children. Check furniture, carpets and wastebaskets for smoldering butts. Check ashtrays carefully, and let them stand overnight before emptying them or pour water over the butts.

**POD Note #133:**

All homes have hotspots - places where fires are most likely start. The kitchen is one of these. From 1985 to 1990, fire fighters responded to 3,736 fires that started in kitchens of military housing. Seven people were killed and 607 were injured. Another hot spot, a place where fires are likely to occur, in your home is the heating system or heating equipment (other than hot-water heaters). From 1985 to 1990, there were 326 fires caused by heating equipment and systems in military housing. No one died, but there were 63 people injured. A third hot spot, or place where a fire can occur, in your home is anywhere people smoke or keep matches or lighters. These materials caused 1,403 fires in which 16 people died and 310 injured in the five years from 1985 to 1990. Twelve of the people killed and 85 of those hurt were children under 12.

**POD Note # 134:**

Here are some things you can do to reduce the chances of a fire in your kitchen: Don't leave your cooking unattended. Don't hang curtains near the stove. Wear short or close-fitting sleeves when cooking. Keep your stove and oven clean. Turn pot handles inward so children can't knock them off. If a grease fire starts on your stove, don't throw water on it; instead carefully slide a lid over the pan and turn off the burner. No lid? No problem, improvise with a cookie sheet or pizza pan.

**POD Note #135:**

Here are some things you can do to prevent a fire in your heating systems: Have your system and chimneys professionally inspected at least once a year. If you have a coal or wood stove, or a space heater, make sure it is installed at least 3 feet from combustibles. Use heat -tempered glass doors or a screen in front of your fireplace. Allow ashes to cool before disposal. Never leave a space heater or fire unattended. Keep portable heaters away from traffic paths. Check with your housing office before using a kerosene heater.

**POD Note #136:**

For those among us who have the nasty habit of smoking, here are some things you can do to prevent fires at home: Teach children that matches and lighters are tools for adults, not toys. Keep them out of children's reach. Never smoke in bed. After a party, check for smoldering cigarettes under cushions before you go to bed. It sounds ludicrous, but it happens. 221 fires in military housing from 1985-1990 were started by cigarettes. Three people were killed and 54 injured. Besides, you can pick up some spare change that way, too.

**POD Note #137:**

Heat tape can keep your water pipes from bursting, but it can catch fire and destroy your home. After time, the tape deteriorates and overheats or short circuits. Rodents and pets can accelerate the process. Check it frequently and replace worn tape. Make sure you unplug it during warm weather. This extends the life of the tape and reduces your energy bill.

**POD Note # 138:**

Firearms. Own a pistol or rifle? Have you attended a safety course?

**POD Note #139:**

Bicycle Safety. The most frequent injury associated with bicycle accidents occurs to the head area. OPNAVINST 5100.25A, the Navy's Recreational, Athletics and Home Safety Program, requires all personnel who ride bicycles on Navy installations to wear an American National Standards Institute (ANSI) approved helmet. The Safety Officer can provide you with information concerning helmets and other recommendations for enhancing your safety on two wheels.

**POD Note #140:**

Safety Last? A bicyclist was hit by a pickup truck when he tried to ride between two vehicles. It was a dark and stormy night, and the bicyclist was wearing dark clothes. He wasn't wearing a helmet, or anything reflective. He was hospitalized four days because of his fractured pelvis and injured wrist. When riding a bicycle, remember the "Law of Gross Tonnage" applies: whoever has the most tonnage (usually the car), wins.

**POD Note #141:**

Ouch! An individual was mowing a lawn when the grass chute on the mower got clogged. He shut off the mower and cleared the chute. He had moved too quickly, though, because the blower fan in the chute was still moving, hit his finger and broke it. Be sure rotating machinery has come to a complete rest before trying to work around it.

**POD Note #142:**

For lack of a helmet... An SM2 was riding his bicycle when a pickup truck hit another vehicle and careened into the bicyclist. The bicyclist died four hours later from skull fractures and brain damage. He wasn't wearing a bicycle helmet.

**POD Note #143:**

Stumbling Around in the Dark. An MM3 who was a known "nature freak" went on a night-time sight seeing trip to a volcano. This individual, who would never have violated



a safety precaution in the engineering plant, stepped out to an overlook for a better view. The overlook wasn't there. He dropped 250 feet to his death. The MM3 was a real "hard charger" and had a lot to contribute to his engine room, his department, his ship, and his world. Don't let your enthusiasm for the moment cloud your common sense.

**POD Note #144:**

"Trick or Treat!" Halloween is right around the corner and a lot of kids will be out doing their trick or treating. Those of us who may be out driving should be particularly alert. On this night especially, watch out for children attempting to cross the street. Drive slowly through residential areas.

**POD Note #145:**

"Run for the Border." A sailor went to several clubs in Tijuana with two shipmates. Realizing he was drunk, he gave his wallet to one of them for safe keeping. Later, he wandered away unnoticed and headed for the border on foot. He was mugged by five thugs who wanted to make his payday their payday. Late-night liberty in 'TJ' is still dangerous, especially when you're drunk and alone.

**POD Note #146:**

On the beach. Three sailors went to a beach party with some girls. One of them helped stack wooden pallets for a bonfire. He used some cardboard as a fire starter, but it was slow catching. His impatient buddy on the opposite side threw gasoline on the stack. The wind drove the fire into the first guy, who suffered first- and second-degree burns to his hands, arms, neck and face.

**POD Note #147:**

Drinking and cycling. After drinking with friends at a bar, a sailor hopped on his bicycle to ride back to the base. Just before he got to the gate, he passed out, crashed and hit his head on the road. His friends couldn't revive him, so they took him to the hospital to get his head examined. Why? He wasn't wearing a helmet, and he was riding after drinking alcohol.

**POD Note #148:**

"Make My Day..." Twice? A sailor picked up his loaded 9MM pistol and noticed the slide wasn't all the way forward. As he moved the slide forward, the pistol fired the first bullet. The firing repositioned the pistol in his hand and loaded another bullet into the chamber. It went off again, shooting the sailor in the hand. The pistol then jammed and wouldn't fire a third time. Fortunately for him.

**POD Note # 149:**

"Jack stands? Who needs 'em." A sailor drove his car up on a curb and climbed under it to make some repairs. While working on the transmission, he pushed the shifter into neutral. The car rolled off the curb and the side body panel cut him just above the eye. Always use the proper equipment for the job.

**POD Note #150:**

"But it was empty!" A sailor was carrying his .44 magnum from the bedroom to the living room to clean it. The gun slipped from his hand. As he grabbed for it, he fumbled and accidentally shot himself in the ankle. All guns are loaded, all snakes are poisonous.

**POD Note #151:**

Chilled to the Bone. While fishing, a sailor was trying to untangle his line when he slipped and fell into 50 degree water. Rescue workers found his body three hours later.

**POD Note #152:**

Santa Ana Winds. It's Fall. That means football and, in this part of the country, those hot, dry Santa Ana winds. If you're going to be working, or working-out, outdoors, be sure to drink plenty of water. In this kind of weather, you can dehydrate fast!

**POD Note #153:**

Prime, Please. A sailor tried to start his car by priming the carburetor with gasoline. When the engine backfired, as it invariably does, the gas ignited, as it invariably does. The sailor slammed the hood down and smothered the fire, but not before he received second-degree burns. 13 days in the hospital, and 43 days later, he returned to work.

**POD Note #154:**

Hitchin' a Ride. A sailor was crossing a pier-side road on his way to work when he was hit by a straddle truck and dragged about 30 feet. He broke his leg and cut his face. Keep in mind that piers are busy places with many blind spots and no traffic signals. Be careful out there!

**POD Note #155:**

"That's NOT a Chair!" A sailor was sitting on the handrail of a stairwell in a BEQ. He lost his balance and fell three floors to a fractured skull.

**POD Note #156:**

Cases of the Drops. The five off-duty deaths by falls in one 10 month period had two things in common: the sailor was alone and had been drinking. Two sailors fell off piers and drowned while returning from liberty. One fell from a seawall, broke his neck on

rocks below, and drowned. One tried skydiving from a hotel balcony. Finally, one was climbing through vent ducting in a hotel when he found a nine story vertical shaft.

**POD Note #157:**

"Thanks, pal!" A sailor went boating with his friends. He drank beer all afternoon, had seven more ashore, and drank a 12-pack after eating pizza. He bet his buddies he could finish a bottle of whiskey. Even though nobody took the bet, he quickly drank more than a fifth of Yukon Jack, then emptied a quarter-full bottle of tequila. He passed out. The final result was death, by cardiac arrest due to acute alcohol poisoning (BAC 0.45, urine 0.53). Nobody took him to the hospital.

**POD Note #158:**

Blind-sided. While returning from liberty, an IC3 was hit from behind by an unknown assailant. His broken jaw was wired shut, and he lost 42 days from work. Go with someone, and return at a reasonable (i.e., before midnight) hour. You'll be safer!

**POD Note #159:**

Saw Skill. A sailor was using a table saw without a guard or push stick. While pushing some wood through the saw, it kicked back and threw his fingers into the blade. He lost the top half of his index finger and mangled his middle finger.

**POD Note #160:**

Diving. A sailor with no dive training went scuba diving. While at a depth of 40 feet, he ran out of air and surfaced rapidly. Later, he noticed his hands and feet were numb. He received hyperbaric treatment at a local hospital. Don't let your enthusiasm for a new sport rush you into a tragedy!

**POD Note #161:**

"Your Payday, My Payday." More and more sailors are getting punched, shot or stabbed while on liberty. You've got a steady income that someone else may be willing to kill for to support an addiction or just to survive. When you go on liberty, you're not going to Wally World; in fact it's looking more and more like the Temple of Doom. The buddy system is a big help, but your best defense is to stay sober, alert and aware.

**POD Note #162:**

A senior petty officer went for an evening sail alone. When the wind started to blow hard, he headed back to the marina. While he was mooring, a gust of wind blew the boat away from the pier. He suffered bruises to his ribs, lungs and arm. Weather conditions are unpredictable. Getting caught at sea in a storm alone is no fun - take a buddy boating.

**POD Note #163:**

While riding his mountain bike down a fire trail, a sailor lost control when he hit some gravel. He fell and rolled several times. He was disoriented and couldn't remember what happened. His friend noticed blood coming from his ear and took him to the hospital. He was later diagnosed as having a fractured skull. He wasn't wearing a helmet when he took his spill.

**POD Note #164:**

While in a foreign port, a sailor really 'tied one on' and was staggering drunk when he got back to his hotel room. His buddy awoke the next morning and noticed he wasn't in bed. The buddy found him in the bathtub, drowned. Moderation, people, moderation.

**POD Note #165:**

A sailor drank five beers in six hours at a pool party. He watched someone successfully dive into the deep end of the pool from a staircase landing and decided to try it himself. He missed, plunging head first into the 3.5 foot shallow end. He broke his neck and crushed his spinal cord and some back vertebrae. Alcohol and swimming don't mix, either.

**POD Note #166:**

A sailor had trouble stowing his rifle in its case and tried to jam it home. The rifle discharged into his chest. Unload your fire arms at home, but treat them as if they were still loaded.

**POD Note #167:**

A sailor was body surfing with two friends at the beach. As he neared the beach, a wave drove him into the sand. His head was forced into his chest, breaking his neck. Near-total paralysis. POD Note: A sailor was in a hurry to catch a bus back to fleet landing. He took a short cut across a hotel parking lot and hurdled a two- foot wall. He didn't know about the 15 foot drop on the other side. He broke both heels when he landed. When you're in strange territory, you gotta be careful.

**POD Note #168:**

One sailor noticed a pretty girl while he was riding his bike. Indulging in some eyeball liberty, he lost control and ran into a curb. Not satisfied with those cuts and scrapes, he left a clearly marked trail, taking what he thought would be a shortcut and ran off a 15 foot cliff. Once is MORE than enough when you have an accident.

**POD Note # 169:**

A Marine went canoeing with his buddy during a company picnic. He jumped from the canoe to retrieve his glasses, immediately encountered difficulty, and drowned. Although floatation devices were available, they weren't worn. The gear can't do its job if you don't use it.

**POD Note #170:**

A Marine was enjoying the view of the ocean when a wave swept him from the rock on which he was sitting. He drowned. Pay attention to your surroundings, notice the indications of things like wave action, especially when you're in a new area, like he was.

**POD Note # 171:**

Two Marines went swimming in a rain-swollen drainage ditch. They were swept away into a pipeline and drowned. Use some common sense when you're outdoors, so you can live to enjoy some more fresh air.

**POD Note #172:**

Caught outside in a lightning storm? Here are some precautions: avoid open fields, boats, lone trees and wire fences. All of them act as "lightning magnets."

**POD Note #173:**

An experienced cyclist, a sailor was nearing the finish line of a 41-mile race. As they jockeyed for position at more than 30 mph, the racers crashed into each other. The sailor suffered three broken ribs, a separated shoulder, a concussion, cuts and bruises. His cracked and scarred helmet took most of the punishment meant for his head.

**POD Note #174:**

A sailor injured his back in a motorcycle accident. Six months later, he tried to hop a skim board. The skim board skimmed out from under him, and he fractured a vertebrae. Safety doesn't stop when you leave work. Take a little time to think and you won't get hurt while you're having a good time.

**POD Note #175:**

A sailor was riding his bicycle on base, wearing ear phones, and was struck at an intersection by a car. The car's driver honked his horn, but the bicyclist didn't hear him. The sailor suffered a skull fracture when his unhelmeted head hit the right side of the mirror of the car.

**POD Note #176:**

Three people were in a powerboat. The sailor was sitting in the back seat facing aft. The operator, who was unfamiliar with the boat, swerved to avoid a water skier and turned too sharply. The boat skipped and jumped the wake of another boat. This threw the sailor into the gunwales, breaking two ribs. Be careful on the water, especially when unfamiliar with the equipment.

**POD Note #177:**

While training for the Captain's Cup bicycle race, a Marine looked back over his shoulder and hit something in the road. He flew off the bike and hit the pavement face first. He broke his cheekbone and damaged his sinus. At 35 mph, the results of a bicycle accident and a motorcycle accident are the same. Wearing headgear might have prevented his hospital stay.

**POD Note #178:**

A sailor with 15 years experience in rock climbing was trying to scale cliffs at a beach. Misjudging the firmness of his footing, he slipped and fell 30 feet, breaking his thumb, heel and puncturing his hip. The margin for error in the particular sport is very small, and the price is very high. Be careful.

**POD Note #179:**

A sailor was riding a bicycle on a well-lighted street. The bicycle had a light. While going down an incline at about 15 mph, a car passed. The sailor maneuvered to the right, hit a rock and was thrown. Cut lip and two broken teeth. Bike helmet not worn.

**POD Note #180:**

During a training course, a sailor reloaded his pistol, cocked it and holstered it with the safety on. While waiting for his turn to shoot, he checked the safety and put pressure on the trigger. The weapon discharged, shooting him in the leg. The sear had been modified by excessive filing. How safe is "safe"?

**POD Note #181:**

A sailor drank a 12 pack of beer at a party in a picnic area. Trying to keep warm, he tossed the plastic into the fire to keep it burning. Then he started playing 'chicken' with the fire, running his hand through the flames. Melting plastic gave him second degree burns. Judgment affected? Mmm, maybe.

**POD Note #182:**

A sailor was riding his bicycle. He looked behind him to check for traffic and to check on his wife. His bike hit some trash in the road, stopped and threw him onto a steel guard

rail. He slid along the rail and smashed head-first into an upright support. He survived because he was wearing a helmet.

**POD Note #183:**

As their taxi approached their destination, one sailor announced to his buddies he was going to jump and challenged them to do the same. The taxi was doing about 40 mph when he jumped and landed on his upper back, hitting his head on the pavement. He lost three work days. His BAC was 0.187.

**POD Note #184:**

A sailor was launching his boat from a private marina in his bare feet. He lost two workdays when he stepped on a loose piece of wire mesh. Other pieces were scattered around the area. Wear shoes around boat ramps. There are some good ones on the market that are made to be worn at the beach, in the water, and on the boat. They're waterproof and protect your feet.

**POD Note #185:**

If you're going to drink like a fish, don't try to swim. Your chances of ending up as a statistic are pretty good.

**POD Note #186:**

A sailor came back after 'tying one on' and was so wobbly the OOD had him escorted to his berthing compartment. On the way, he passed out, fell and hit his head. They took him to medical, where he passed out, fell and hit his head again. He spent 24 days in the hospital recovering from his 'good time'. Moderation would have saved everyone a lot of grief.

**POD Note #187:**

This hotshot decided to jump a curb with his bicycle. The front wheel came off the forks, and he landed face first on the pavement. He fractured his skull and sinus passages. He was wearing a helmet, but he DIDN'T check his equipment before operation.

**POD Note #188:**

While returning to their ship, three sailors decided to run down the pier. One of them tripped, fell and broke his ankle. Piers are hazardous areas after hours as well as during the workday. Unless it's an emergency, don't run on the pier.

**POD Note #189:**

During a visit to the beach, a young petty officer dived into a wave which broke over him. Fortunately he wasn't swimming alone. If he had been the fractured vertebra and the compressed spinal disc probably would have been fatal.

**POD Note #190:**

While drinking in a bar, a petty officer had a disagreement with a Marine. He lost his temper and slugged the (cement) wall. He broke his left hand. Do you think alcohol impaired his judgement?

**POD Note #191:**

One young sailor was skateboarding down the street at a high rate of speed in a foreign country. Someone in a passing car threw something at him. He lost control of the board and fell, breaking his jaw. He was hospitalized for 18 days. Wearing knee pads, elbow pads and a helmet is common sense when skateboarding, and probably would have saved this guy some grief.

**POD Note #192:**

While putting his loaded .44 magnum revolver on a closet shelf, a sailor lost his grip and dropped the gun. As it fell against his body, the hammer cocked. As he grabbed it, he pulled the trigger and fired a single round into his lower leg. 21 days in the hospital, six months lost time, and permanent partial disability. Just before the mishap, he'd been awake for 18 hours, on duty for more than 13 hours and was taking antihistamines. If you're going to handle firearms, you've got to be alert. This guy wasn't.

**POD Note #193:**

A sailor and his wife were at a welcome home party in the apartment below theirs. After he got drunk, the wife took him home and locked the front door to prevent him from leaving. The sailor climbed over the balcony rail and jumped, breaking his leg. Was his judgement clouded by the booze?

**POD Note #194:**

One sailor went to the beach. Since he already had his "base" tan, he didn't need to use a sunscreen. He spent four hours in the sun, two of them in the water. He went home and went to sleep. When he woke up, he realized he was burned and went to sick call. Diagnosis: second-degree burns requiring medication and bandages. 4 lost work days.

**POD Note #195:**

Speaking of maintenance, a sailor was riding his bike when the front wheel fell off. He broke his collarbone in two places and the damage to his right ear cost him 19 stitches. It was only a short trip so he didn't wear any protective equipment, like a helmet.



**POD Note #196:**

After a night of celebrating, a sailor went to a friend's house to recover. He slept for about two hours and woke up feeling sick. He went out to the balcony for some fresh air when that old feeling began to well up again. Being a considerate house- guest, he leaned over the balcony. Not being in control of his body, he leaned too far, fell three floors, hit another balcony on the way down, broke two vertebrae, spent 4 days in the hospital, lost 12 work days, and may have a permanent partial disability. Moderation, people, moderation.

**POD Note #197:**

While waiting for a MAC flight at the terminal, a sailor decided to take a ride in a shopping cart. The cart hit something and overturned. He severed the tendons of his middle and ring finger and lost the nails and skin on his middle, small and ring fingers. He had to have a pin inserted in his ring finger and spent eight days in the hospital. Some fun, eh?

**POD Note #198:**

After drinking 5 beers in the lodge, a sailor used a food service tray to sled down a slope. He lost control (did he ever have it?) of the tray, jumped off, slid into a snow fence and broke his leg. 14 lost days.

**POD Note #199:**

While on liberty, a sailor tried to run across the street during a break in traffic. A barrier of concrete posts connected by a heavy chain separated the road and sidewalk (maybe it wasn't supposed to be used as a crossing). He tried to jump the chain, caught his foot and landed on his arm breaking his elbow. Don't let haste ruin your liberty.

**POD Note #200:**

A sailor was riding his bike, in the dark, without a headlight. He tried to take a shortcut across a parking lot. The lot was secured with chains blocking all accesses. He ran into the chains, fell off the bike and broke both elbows. Haste makes waste.

**POD Note #201:**

A sailor was teaching his daughter to drive golf balls. He stood behind her with his hand on her shoulder and told her to swing when he gave her permission. When he took his hand away from her shoulder, the young lady thought that was permission and swung, hitting dad in his jaw and breaking it. Moral: Good communications is vital to safety.

**POD Note #202:**

A sailor was riding his bicycle to work carrying his uniform on the handlebars. A gust of wind blew the uniform into the front spokes. The bike flipped and the sailor hit the pavement, breaking his leg. The sailor says he's investing in a backpack for carrying his uniform.

**POD Note #203:**

A sailor had been drinking at a ship's picnic and left with a buddy to return to the ship. En route, he departed his buddy's company and walked into some bushes. He never came out. Apparently he fell off a 20 foot wall and was found dead of head injuries. BAC 0.24.

**POD Note #204:**

A young sailor went barhopping with a friend, but they lost contact with each other. The shipmate noticed he was drunk, but didn't see him leave the club. The sailor's lone return to the ship was unsuccessful. He drowned in the harbor 200 yards from his ship, BAC 0.20. Take care of each other out there. When your shipmate's trying to make sure you're safe, don't give him a hard time. He's probably got a better grip on reality than you do.

**POD Note #205:**

While at an overseas station, one of our sailors went swimming in the ocean using a body board. People watching noticed he was having trouble. One pulled him out and took him and his family to a nearby Navy hospital. Three hours of life-saving efforts were unsuccessful because they'd been started too late. The tragedy is that none of the people first involved knew how to perform CPR or first aid, including the sailor's wife. Sign up your families for CPR and go yourself.

**POD Note #206:**

One sailor was standing on the beach watching his roommate approach on a jet ski. The roommate lost control of the ski, ran up on the beach and into the sailor's legs. Showing off is dangerous, especially when powered vehicles are involved.

**POD Note #207:**

A sailor sat in his hot tub after an evening of drinking. To cool off, he dived into a pool that was four feet deep, hit his head and suffered cuts and a compression fracture. Diving in shallow water isn't smart for anybody, and swimming when you've been drinking is inviting disaster.

**POD Note #208:**

A sailor was trying to get a pack of cigarettes from a vending machine and lost his money. He got mad and punched the machine, breaking the glass and cutting his hand.

Anger management is a course available at most Family Service Centers, and will teach you how to safely express your displeasure. A little self-control would work, too.

**POD Note #209:**

A sailor was riding his bicycle home from work when he hit a wooden ramp left in the residential street by children. Both went airborne. The sailor suffered minor chest and back injuries. He was wearing a helmet.

**POD Note #210:**

Some sailors were getting ready to go out for the evening. As they gathered in the living room, two of them started wrestling. One caught his feet in a coat rack and fell on his neck. He's spent the last 90 days in the hospital because of spinal injury. If you're going to wrestle, go to a gym and use the mats. This incident shows why they have them.

**POD Note #211:**

Most non-fatal injuries to bicyclists don't involve collisions with motor vehicles; more than half involve just the bicycle.

**POD Note #212:**

After drinking too much at the ship's picnic, a sailor decided to help direct traffic on the way home. A cabbie told him to get out of the road, and a physically oriented discussion took place. Two days later, it dawned on the sailor that he had a broken jaw. Some kind of party, some kind of drunk, some kind of idiot.

**POD Note #213:**

There's a drink they serve at the clubs which goes by a variety of names: Flaming Arrow, Flaming Hooker, etc. One sailor decided to try it after he'd already had a few drinks. In the process, he poured burning, 151-proof rum down his chin, neck and upper chest. First- and second-degree burns and 7 lost work days. Tell me, would you play with burning gasoline, too?

**POD Note #214:**

A sailor was riding his bicycle downhill at high speed. He entered a tight, blind curve and hit the grass at the edge of the road. He was thrown off and hit a concrete guard pole. No head injuries - he was wearing a helmet.

**POD Note #215:**

A sailor was doing a balancing act on a tree branch and received a playful push from a shipmate. The 4-foot fall to a wooden deck resulted in a broken leg, 4 days in the hospital, 14 lost work days and possible permanent partial disability.

**POD Note #216:**

A sailor was on a sightseeing tour and decided to climb a cliff by a waterfall. He died when he slipped on wet rocks and fell 75 feet. Enjoy the outdoors, but don't overlook the dangers that are there.

**POD Note #217:**

A sailor was flying a kite from the pier, walked backward and fell into the harbor. He was immediately fished out and suffered no injuries (except to his pride), but may have to be treated for hepatitis. Harbor water can provide you with some very interesting diseases. Be careful around the pier.

**POD Note #218:**

A sailor went to the club to have a good time with his buds. He had several drinks (BAC 0.283). As he was leaving, he missed the push bar to open the door and shattered the glass when he slammed the door with his wrist. Moderation, people, moderation.

**POD Note #219:**

While out hunting, a sailor sat in the driver's seat to unload his pistol. To unload this weapon, he had to place the hammer at half cock. When he released the hammer, the weapon went off and shot him in the leg. I think I'd get a different pistol.

**POD Note #220:**

Two sailors, 19 years old, left a ship's party. They discussed how much they'd had to drink. One of them disagreed, and, to prove it, jumped on top of a wall next to the ocean. He lost his balance and fell 15 feet to the rocks below. He broke his ankle and wrist. He's lucky he didn't break his neck.

**POD Note #221:**

A sailor riding his bike was hit from behind by a car. He smashed into the windshield and was thrown to the ground. Possible permanent partial disability. No safety equipment worn.

**POD Note #222:**

At a division party, a senior petty officer climbed on top of a beach cabana to douse his buddy with a pot of ice water. His shipmate saw him coming and moved away. The petty

officer pressed home the attack, reached out, lost his balance and fell 8 feet to the deck. Catlike, he landed on his hands and feet. Uncatlike, he broke his wrist and bruised his heel. No booze involved here which just goes to prove you don't have to be drunk to be dumb.

**POD Note #223:**

Each year, almost 900 bicyclists are killed in collisions between bicycles and motor vehicles on roadways. Another 300 are killed in non-roadway collisions. More than 1,000,000 bicycle injuries are treated each year. About 1/3 of the deaths and about 2/3 of the injuries involve children under age 15. Three out of four deaths are due to head injuries, and about 1/3 of the injuries are to the head and face. Bicycles are not a toy, they're a mode of transportation. Know and follow the traffic rules, and wear your protective equipment.

**POD Note #224:**

Snow skiing is a winter sport enjoyed by many people, but when mixed with inexperience, alcohol, bad weather or poor (or poorly maintained) equipment, the good times turn bad in a rapid fashion. If you're new to the sport, get some lessons before trying the slopes on your own. Never drink alcoholic beverages before skiing. They degrade your coordination skills and can lead to hypothermia. Make sure your equipment is of good quality and in good condition, and never hit the slopes when the weather is foul or due to get that way.

**POD Note #225:**

Here are some things you can do to make snow skiing a safer experience: Condition yourself for skiing with preseason exercises. Make sure your equipment is the right size and type and is in good repair. Use safety straps or brakes to avoid having runaway skis. Always note weather conditions and dress suitably. Take lessons to make sure you develop the ability to ski the hills of your choice.

**POD Note #226:**

Here are some things you can do to make snow skiing a safer experience: If you are unfamiliar with a ski area, study its trail map carefully to select suitable runs. Only ski trails within your abilities. Before making your first run of the day, loosen up your muscles and check the bindings for proper release. Recheck your bindings throughout the day. Ski under control to avoid other skiers or objects on the hill.

**POD Note #227:**

Here are some things you can do to make snow skiing a safer experience:

When skiing downhill and overtaking others, call out that you are passing to the left or right (then pass on that side). Skiers traversing a slope in opposite directions should pass to the right of each other.

**POD Note #228:**

Here are some things you can do to make snow skiing a safer experience:

Do not stop in the middle of the hill, in a spot where you will not be visible, at the intersection of trails or where you will get in the way of skiers loading or unloading from lifts. A standing skier does not have the right-of-way.

**POD Note #229:**

Here are some things you can do to make snow skiing a safer experience:

Look for approaching downhill skiers before entering a slope from a side or intersecting trail. Look again before you start off. When walking or climbing in a ski area, always wear skis and keep to the sides of trails or slopes. Become familiar with hill-coding signs and trail markers. Obey traffic signs and regulations set out by the ski area.

**POD Note #230:**

Here are some things you can do to make snow skiing a safer experience:

Know the location and phone number of the nearest first-aid station or emergency medical service. Ski with a friend or a group. It's good to have someone around in case you need help. Secure long hair, loose clothing and scarves. They may be caught by lift or machinery parts.

**POD Note #231:**

Approach skiing with the idea of having fun. Being safety conscious and showing concern for yourself and others will help you avoid injury. Stop when you are tired before your reaction time slows. Don't drink alcohol until you have finished skiing for the day. Alcohol impairs your judgment, actions and reactions.

**POD Note #232:**

Skiing Mishaps. Skiing is a fast-paced sport that is fun and thrilling, but can be very dangerous as well. While on a trip with his family, a CDR skied into a tree and died from his head injuries. An EN2 was racing a friend down a slope. He lost control and fell. Because his over-tightened bindings did not release, he twisted his knee and tore the muscle around his kneecap. On his first skiing trip, a lieutenant crossed his skis when he pulled into a lift line. He broke his hip when he fell.

## **POD Note #233**

Crossing the street. An oncoming car struck a Sailor as he left a bar with two friends around 0200. The Sailor later died of his injuries. Be aware of your surroundings, only cross streets using crosswalks and always look both ways before crossing the street.

### ***Safety Quotes and Slogans***

#### **A**

- A danger foreseen is half avoided.
- A fugitive from the laws of averages: A person who doesn't wear their helmet while driving a motorcycle.
- A fugitive from the laws of averages--that's you if you don't use your safety gear.
- A fugitive from the laws of averages--that's you if you drink and drive.
- A healthy tan is the first sign of skin cancer.
- A safer you is a safer me.
- A spill, a slip, a hospital trip.
- Accidents hurt -- safety doesn't.
- Alcohol reduces performance, impairs judgment and increases the willingness to take risks.
- Alert today. Alive tomorrow.
- An accident can ruin your career.
- An accident could be a one way ticket to disability retirement.
- An ounce of prevention is worth a pound of cure.
- Anger is one letter away from Danger. Drive gently.
- Apply your good intention to accident prevention.
- As screwed up as a bag of wire coat hangars--maintenance done without the MIMS.
- As soon as you see a mistake and don't fix it, it becomes your mistake.
- As temperatures rise, stay safety wise.
- At work at play, let safety lead the way.
- At work, at home, let safety be known.
- Avoid accidents, keep guards in place.
- Avoid accidents, keep poisons locked up.
- Avoid overexposure, pay attention to the sun.
- Avoid the worst. Put safety first.

#### **B**

- \* Better to have two on the job than one in the hospital.
- Better to tie off than to fly off.
- Better late in this world than early to the next.
- Being alert never hurts.
- Be a leader, follow safe procedures.
- Be alert--accidents hurt.

- Be alert, be aware, be alive.
- Be proactive--not reactive--towards safety.
- Be safe at work or you might miss welcome home, a hug, a kiss.
- Be safety smart right from the start.
- Be visible when biking or jogging, wear reflective material.
- Before using any new equipment, read and fully understand the manufacturer's instructions.
- Before you do it, take time to think through it. Use ORM.
- Before you go boating, leave a float plan with a friend or marina operator.
- Behind the wheel, anger is one letter away from danger.
- Being safe is like breathing--You never want to stop.
- Better to arrive late than never. Drive carefully!
- Boat load limits; don't exceed them.
- Boat safely, know before you go.
- Bottoms up, booze and boating don't mix.
- Broken tools can be replaced. You can't.

## C

- Carbon monoxide is the "silent killer", install CO detectors.
- Caution--I Brake For Stop Signs.
- Chance takers are accident makers.
- Change the batteries in smoke and carbon monoxide detectors annually.
- Check your shoes and don't let your day slip away.
- Check yourself before you wreck yourself.
- Children should always wear a helmet while riding their bikes.
- Complacency will hurt you when you least expect it.
- Crashing sucks!

## D

- Danger never takes a vacation.
- Do a pre warm-up and stretch prior to participating in any sport.
- Do the easy work first--you could be replaced before the hard work starts.
- Do you know how to report an unsafe condition in your workplace?
- Don't be a fool! Inspect your electrical tools.
- Don't be a fool. Use the proper tool.
- Don't be safety blinded, be safety minded.
- Don't fix the blame, fix the problem.
- Don't just preach safety, profit from it.
- Don't learn safety by accident.
- Don't leave safe habits at work, take them home.
- Don't let safety take a holiday.
- Don't let the light go out, wear eye protection.
- Don't lose your head: Read signs instead.
- Don't overload extension cords.



- Don't put your life on the line. Think safety.
- Don't take unnecessary risks, use operational risk management.
- Don't treat an emergency as normal and don't treat normal actions as emergencies.
- Double check to prevent a wreck.
- Dress for the weather. In cold weather, it's better to wear several layers of clothing than one bulky item.
- Drink plenty of cool water to prevent dehydration in the summer.
- Drinking and driving - There are stupider things, but it's a very short list.
- Drive for safety.
- Drive like people out there are trying to kill you, because they are!
- Drive with reason this summer season.

## **E**

- Electricity can turn you off.
- Exercise at a comfortable pace.
- Exercise indoors when the air temperature plus the humidity reaches 150F.
- Expect the unexpected. Gear up for safety.
- Eyes are priceless, eye protection is cheap.

## **F**

- Falling objects can be brutal if you don't protect your noodle.
- First... safety... last.
- FOD -- This isn't your daddy's flight line.
- Folks don't care how much you know until they know how much you care.
- For safe bicycling obey all traffic signals, signs and pavement markings.
- For safety information check out our web site at [www.safetycenter.navy.mil](http://www.safetycenter.navy.mil)
- Forget the nurse with safety first.
- Forgot your hearing protection? Forget about hearing!

## **G**

- Get a grip. To prevent a slip, use hand rails.
- Get a medical check-up before starting any exercise routine.
- Get help if the load's too heavy.
- Get In S.T.E.P. Safety Takes Every Person.
- Get smart! Use safety from the start.
- Going fishing? Get hooked on safety.
- Good habits will normally keep you out of bad trouble.
- Good housekeeping prevents accidents.
- Ground fault circuit interrupters prevent electrocution.

## **H**

- Hand in, hamburger out.

- Hard hats, they're not just for decoration.
- Have another day - by being safe today!
- Have your chimney inspected by a professional before each heating season.
- Have your furnace checked every year by a professional.
- Health and safety, words to live by.
- Hearing protection is a sound investment.
- "Hey, wanna see something cool?" (Last words uttered before a mishap)
- Home safe--not just for baseball.

## I

- Ice skating on thin ice can be deadly, skate in supervised areas.
- If caught in a riptide: go with the flow.
- If the cord has a fray, throw it away.
- If the little voice says, "I wonder if this is safe to do?", it probably isn't.
- If you can't find the time to do it right, when will you find the time to do it over?  
If you don't have time to do it safe, do you have time to do it with a man down?
- If you don't know what is going to happen, there is no way to stop it. Plan ahead for safety.
- If you don't think it will happen to you, find the person who had it happen to them.
- If you don't think it's safe, it probably isn't. Stop the job and contact your supervisor.
- If you drink and drive, you might as well smoke.
- If you mess up, 'fess up.
- If you think safety is expensive, try ignorance.
- If you think your safety specialist is a pain, try a leg fracture.
- If you're going to be stupid, you have to be tough!
- Ignoring a warning can cause much mourning.
- In case of injury remember "rice"- rest, ice, compress and elevate.
- Informed is better than deformed.
- Is better to crash into a nap... than to nap into a crash.
- Is better to lose one minute in life... than to lose life in a minute.
- It hurts to be unsafe.
- It's easier to ask a dumb question than it is to fix a dumb mistake.

## J

- Jog on established jogging paths where available.
- Just because you always did it that way, doesn't make it right.

## K

- Keep cool in the sun, wear light-colored clothing.
- Knowing CPR can save a life.

## L

- Labels are no good if they're not understood.
- Learn from others mistakes, don't have others learn from you.
- Leave firework displays to professionals.
- Leave horse play to horses.
- Lift with your legs, not your back.
- Lifting's a breeze when you bend at the knees.
- Light up your Christmas tree, not your home; use approved decorations and lights.
- Living with your mistakes is harder than you think.... wear your safety gear.
- Look for age recommendations before purchasing toys, and heed the recommendation.

## M

- Maintain your bicycle in good working order.
- Make safety first, and make it last.
- Mixing bleach and ammonia can be deadly.
- Momma didn't raise no fool... I use PPE to stay cool!
- Move your ladder to avoid reaching.
- Mow across the slope when using a hand mower. Drive up and down the slope for stability when using a riding mower.
- Mowing and drinking doesn't cut it.
- My job provides my paycheck, but safety takes me home.

## N

- Never check a gas tank with a lighted flare.
- Never dive unless you know the depth of the water and the type of surface below.
- No safety know pain, know safety no pain.

## O

- Operating a boat while intoxicated is illegal.
- Operational Risk Management, it's not just for the workplace.
- Operational Risk Management prevents accidents.
- Organ donor -- A person who doesn't wear his or her helmet.
- Our job is to save Sailors from themselves.

## P

- \* Pencils have erasers--mishaps don't!
- People helping people--lending hands for our safety.
- Personal floatation devices, don't leave the dock without them.
- Plan and practice exit drills in the home.
- Play it safe in the water, swim in areas with life guards.

- Pretend like you are invisible when driving a motorcycle or bicycle, because a small percentage of people driving cars will never see you.
- Prevent boating accidents, take a small boat safety course.
- Prevent hunting accidents, know your target before you shoot.
- Prior to games, check playing field to avoid fields of screams.
- Proper planning prevents piss-poor performance.
- Push, don't pull a hand mower.

## R

- Remove jewelry before play to avoid injury to yourself and other players.

## S

- "Safe and Sane" fireworks are neither, if the person shooting them off isn't, too.
- Safe boating is no accident.
- SAFE -- Staying Accident-Free Everywhere
- Safety -- a small investment for a rich future.
- \* Safety can distinguish you. Lack of safety can extinguish you.
- Safety comes in cans: I can, you can, we can.
- Safety doesn't happen by accident.
- Safety doesn't slow the job down but mishaps do.
- Safety: expect the unexpected.
- Safety first... because accidents last.
- Safety gear -- 2 minutes ... Risk assessment -- 5 minutes ... A mishap that takes a life -- forever.
- Safety glasses: All in favor, say "Eye!"
- Safety glasses: Making foresight 20/20.
- Safety has no quitting time.
- Safety is about doing the right thing, even if no one is looking.
- Safety is a cheap and effective insurance policy.
- \* Safety is a continuing journey, not a final destination.
- \* Safety is a mission, not an intermission
- Safety is as easy as A-B-C: Always Be Careful.
- Safety is as simple as ABC... Always Be Careful.
- Safety is a value - not a priority.
- Safety is everyone's responsibility.
- Safety is no accident.
- Safety isn't a hobby, it's a living.
- Safety rules are your best tools.
- Shortcuts don't cut it.
- Slip, trip and fall are four-letter words.
- Slow down! Your family will be waiting for you.
- Smoke and carbon monoxide detectors save lives.
- Stay in shape, not only during basketball season, but also after the season.
- Step up, be safe, or step aside.

- Still water doesn't always run deep, look before you leap.
- Store guns and ammo separately.
- Stretch and flex for your health and safety.
- Stretch regularly and make it a part of your daily fitness program.
- Swim only in supervised areas.

## T

- Take a safe hunting class before you go hunting.
- The adage "look before you leap" is a life saver.
- The only excuse for poor safety is poor planning.
- The price of an accident is always high.
- The safe way is the right way.
- The stupid shall be punished.
- There are no shortcuts to anyplace worth getting.
- There aren't many new accidents, but there sure are a lot of new victims.
- There's no face like your own, wear face protection.
- There's no such thing as new accidents, just new victims.
- This is not a hobby for me--I do this for a living.
- This machine can kill you.
- This tool will punch you in the face , if you let it.
- Three b's of boating, boat safe, boat smart and boat sober.
- To learn about eye protection, ask someone who has one.
- To see or not to see, use eye protection.
- Trimmings used on trees or around the home should be non-combustible or flame resistant.
- True love is a blank OSHA 300 log on December 31<sup>st</sup>.

## U

- Unattended cooking means fire.
- Unnecessary risks may leave you on the sidelines instead of in the game.
- Unprepared = Unsafe.
- Use Christmas lights that have been checked for safety. Look for the Underwriters' Laboratories label.
- Use extreme caution when operating portable gas heaters while camping, fishing and hunting.
- \* Use proper equipment for confined spaces or you may find yourself in the final confined space—a coffin.
- Use the right tool for the job.
- Use your head figuratively—wear a helmet..

## W

- Watch what you heat.
- We all want to go home to our families at the end of the day

- Wear a bicycle helmet to prevent serious head injuries.
- Wear an approved bike helmet when you go bike riding, it could save your life.
- Wear personal flotation devices, they float, you don't.
- Wear the right protective equipment for the job.
- What would improve safety on your job? Tell your boss.
- When disconnecting cords, pull the plug rather than the cord.
- When everything else fails, follow the instructions.
- When in doubt, check it out.
- When it's hot, drink plenty of fluids.
- When jogging, run against the traffic flow.
- When safety is first, you last.
- When you're out on the water, don't forget the basics of safe boating.
- While on a ladder, never step back to admire your work.
- Work safe today--heaven can wait.

## Y

- You always have time to do things right after a mishap.
- You can't cure stupidity.
- You can't get "home" unless you're "safe."
- You get the level of safety that you are prepared to walk past.
- Your accidents affect others too.
- Your safety is everyone's responsibility, especially yours

## ***Seasonal POD Notes***

### **New POD Notes:**

This Christmas season, many of us will have cut trees in our home. To keep home safe for the holidays, follow this simple guidelines: (1) Place the tree in water up to the cut line and refill the stand with water daily (2) Keep the tree away from heat sources like ventilation ducts (3) When the needles begin to fall off, it's time to dispose of the tree.

Stranded on the highway in cold weather? Winter weather can kill an unprepared person who is exposed to the elements within minutes. Keep survival kits in all of your vehicles (including a flashlight, gloves, blankets, and flares). Whenever you travel in the winter, let someone know your route and when you plan to arrive. If you get stranded, don't leave your vehicle. And carry a cell phone for emergencies.

Winter Driving Tip: Adjust your speed to road conditions and increase the distance between your car and the car in front of you. Remember that bridges and overpasses freeze first. If you start to skid, stay calm. Take your foot off the gas and turn in the direction you want the front of the car to go. Don't pump anti-lock brakes--apply a steady pressure to the pedal.

Winter Driving Tip: Make sure your car is ready for the season. Throughout the winter, keep your gas tank at least half full to keep the gas line from freezing.

Winter Driving Tip: If your car has been outside during a snowfall, brush all the snow off before starting out. If you leave snow on your hood, it can melt and re-freeze on the windshield. Snow on the roof can blow or slide off and block the rear window. Pay particular attention to cleaning off headlights and taillights so that other motorists can see you.

Winter Driving Tip: If you get stranded, stay calm and stay put. By staying with your vehicle, you'll decrease your risk of frostbite or hypothermia, and you'll increase your chances of being rescued. Start the car and run the heater every half-hour if it is really cold. If you do this, make sure that snow or slush isn't blocking your exhaust pipe, and leave a window slightly open.

Winter Driving Tip: Make sure you take your cell phone, and on longer trips, keep the battery fully charged. If you keep the phone warm, the power won't drain as quickly. And pull off the road if you need to call someone.

Shoveling snow? Take it easy. Snow shoveling is a weight-lifting exercise that raises your heart rate and blood pressure. Warm up before starting the job and stretch both before and after shoveling. If you are over the age of 40, or if you are relatively inactive, be especially careful. If you have a history of heart trouble, check with your doctor before shoveling. Don't shovel after eating or while smoking.

Shoveling snow? Try to do it when the snow is fresh, which is much easier than wet, packed-down snow. Push the snow forward rather than lifting it out of the way. When you have to pick up a shovel full, collect small amounts at a time--your back will thank you later.

If you're in an area subject to severe winter weather, remember that winter storms can bring strong winds, blinding snow, large drifts and dangerous wind chill. Strong winds and accumulated snow and ice can knock down trees, utility poles and power lines. Make sure you have emergency supplies.

Checking the winter weather? Know the difference between advisories, warnings and watches. A winter storm advisory calls for increased awareness. A watch means that heavy snow and/or ice is possible within the next 12 to 48 hours. A warning means that severe winter weather has arrived or will arrive within a few hours.

## ***Shipboard POD Notes***

**New POD Notes:**

As you move up and down shipboard ladders, always keep one hand on the railing. Walk, don't run or slide. Pay attention. Get help with heavy or awkward loads. Ladders are a way to get from one level to another-they aren't meant to be a shortcut to medical.

Deploying? You can't bring the following appliances with you aboard ship, because there have been too many problems with inferior insulation, leakage currents, and flimsy structure: fans, portable extension cords, high-intensity lamps, reading lamps, electric blankets, heating pads, power tools, heat/sun lamps, hot plates, griddles, electric clocks, microwave ovens, portable extension lights, electric heaters, portable refrigerators, portable air conditioners, and immersion water heaters.

The most dangerous part of a deployment can sometimes be liberty call. Prior to departing the ship, have a plan, use the buddy system, and stay alert. Don't drink too much and don't be a victim.

Aboard ship, do you know where your escape trunk is located? Can you find it in the dark? Is it clear and uncluttered? Take the time to find the answers to these questions now. Don't wait until there's an emergency.

Keep all eyewash stations and deluge stations free of mops, buckets, soda cans, and sponges. When someone needs to use this emergency equipment, they don't need an obstacle course compounding the problem.