



The Safety Professional

News & Information For The Navy & Marine Corps Safety Community

Summer 2009

NAVSEA Kicks Off VPP at HQ, PEO Sites

Naval Sea Systems Command (NAVSEA) will hold a ceremony June 30 at the Washington Navy Yard to kick-off its Occupational Safety and Health Administration's Voluntary Protection Program (VPP) efforts at Headquarters and Program Executive Office (PEO) sites.

VPP gives the workforce the power to develop a framework and structure for the command to deal with the real hazards (slips, trips, falls, etc.), while at the same time address the total wellness of fellow employees with real concern about safety and health on and off the job.

"VPP empowers each individual to directly – and positively – improve our work environment while thinking and acting safely 24/7/365," said Brian Persons, NAVSEA executive director. "It's all about taking care of yourself and one another."

To achieve the end state of overall improved safety and well-being in these administrative environments, NAVSEA applied for acceptance into OSHA's VPP Challenge Program. Once accepted for the program in the summer of 2008, NAVSEA began working on the requirements needed to apply for VPP STAR status by the end of calendar year 2010.

NAVSEA's Portsmouth Naval Shipyard (PNS) was the first activity in the Department of the Navy and only the second in the Department of Defense to successfully pursue VPP Star recognition in 2005. PNS was closely followed by the remaining Naval Shipyards until all achieved Star status. As of Summer 2009, three Naval Shipyards have recertified. NAVSEA activities currently hold five of the Department of the Navy's ten Stars.

"VPP is an incredible program that significantly reduces injury rates," said NAVSEA Commander, Vice Adm. Kevin McCoy. "Although NAVSEA Headquarters and PEOs may not have the same risk for injury as an industrial setting, our workforce suffers falls, trips, and motorcycle injuries which also impact mission readiness."

"Implementing VPP is leadership by example and an active approach to preventing injuries," McCoy added.

NAVSEA's implementation of VPP at the HQ/PEO sites demonstrates the leadership's commitment to create a better, safer work environment, and also leads by example for the rest of the Command.

James Brice, SEA 04R, the director of maintenance, modernization, environment/safety, will head the VPP Steering Committee responsible for managing the implementation of VPP at NAVSEA HQ/PEO Site.

VPP implementation teams integral to the VPP Steering Committee cover leadership, the VPP maturity model, communications, building inspections, hazard recognition and control, emergency preparedness and fire evacuations, ergonomics, transportation safety, total wellness, and systems safety and risk management.



NAVSEA's Commander VADM Kevin McCoy

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1,001 Safety Successes: *In Every Story is a Lesson*

1,001 Safety Success Stories, on the Naval Safety Center's website, <http://www.safetycenter.navy.mil/success/default.htm>, showcases Navy and Marine Corps safety and occupational health achievements. Articles focus on successes that demonstrate how occupational injuries, illnesses, disabilities, and deaths were prevented. In most cases, the articles involve dedicated efforts by Navy and Marine Corps safety professionals.

Their purpose is to inform the naval family - Sailors, Marines, their families, civilians, contractors - and the public about what safety professionals are doing to protect them. By providing real examples at Navy and Marine Corps field activities, the articles disseminate valuable lessons-learned through innovative problem-solving strategies, new technologies, and award-winning safety and occupational health programs and initiatives.

Safety and occupational health successes reported also demonstrate the value added by safety and best business practices, and how such initiatives result in productivity gains and cost savings. A unique feature in *Success Stories* is the Safety Stories Cost/Time Savings Chart, which highlights in table form the challenges, improvements, and cost, time and labor savings of selected stories. The chart helps the Navy to build the "business case for safety." A conservative estimate is that for every \$1 invested in safety, the return is between \$3 and \$10.

An easy guide to the Success Stories is contained in the Executive Summary, which contains a synopsis of each story and a link to the full story. Recent stories, featured below, focus on safety and occupational health areas of concern, such as ergonomics, fall protection, traffic safety, and the Navy installations that have achieved Star status in the Occupational Safety and Health Administration's (OSHA) Voluntary Protection Program (VPP).

Fall Abatement Resolutions at Naval Computer & Telecommunication Station (NCTS), Cutler, ME - A study by station safety personnel revealed significant fall hazards for maintenance technicians working at height in Helix Houses where radio signals generated in transmitter arrays are tuned. The challenge involved designing and fabricating fall protection systems that would not conduct or re-radiate an electromagnetic field generated within the Helix Houses. The Naval Facilities Engineering Command Mishap Prevention and Hazard Abatement Team was tasked to evaluate the fall hazards at the NCTS Cutler North and South Helix Houses,

and to develop, design and implement best value resolutions to the validated hazards.

Naval Submarine Base (NSB) Kings Bay Awarded Voluntary Protection Program Star Status - In April 2007, Kings Bay received OSHA's VPP Star designation. A determinant in the base's achievement was that their injury and illness Total Case Incident Rate was 58 percent below the 2002 Bureau of Labor Statistics (BLS) industry average. The command's three-year Days Away From Work, Restricted Work Activity, or Transferred was 34 percent below the BLS 2002 average. Another vital factor was employee involvement. This story contains specific examples of how Kings Bay took action to attain VPP Star status as well as valuable resources on the OSHA VPP Program, the application process and how to qualify for membership.

1,001 Safety Success Stories

New Stories

- Fall Abatement Resolutions for Fixed and Rotary Wing Aircraft
- Electrical Safety Hazards Resolved at Fleet Readiness Center Mid-Atlantic Detachment, Naval Station Norfolk, VA
- Fall Abatement Resolutions at Naval Computer & Telecommunication Station (NCTS), Cutler, ME
- MCLB Barstow First Marine Corps Voluntary Protection Programs Star Command
- Naval Submarine Base Kings Bay Awarded Voluntary Protection Program Star Status
- LED Crosswalk Signs Enhance Traffic Safety at Naval Station Mayport



- Fleet Readiness Center (FRC) East Uses Lazy Susan Design to Prevent Work Related Musculoskeletal Disorders

LED Crosswalk Signs Enhance Traffic Safety at Naval Station (NS) Mayport - A crosswalk in the middle of a very busy street was poorly visible to oncoming vehicular traffic, putting pedestrians at risk for mishaps. Mayport's Traffic Safety Coordinator worked with Base Safety and others to abate this traffic safety hazard. A BlinkerSign™ - a solar/battery-powered LED warning sign - was installed at the crosswalk. It's been so successful that the station obtained funding for and installed a second set of lights at another busy crosswalk. Plans for installment of a third BlinkerSign™ with enhanced features are underway.

Fleet Readiness Center (FRC) East Uses Lazy Susan Design to Prevent Work Related Musculoskeletal Disorders - Many of the maintenance and repair tasks performed on aircraft engines at FRC East involve repetitive motions, forceful exertions and working

“Track Days” Custom-Tailored for Military Motorcyclists

The Marine Corps is making a giant leap forward in motorcycle training by developing and testing the first “track days” or “circuit riding” custom tailored for military motorcycle riders. Track days are held on base and at no cost to Marines and Sailors. During these events, motorcyclists hone safe riding skills, receive hands-on training, and push both their individual physical limits and the mechanical limits of their bike in a completely controlled, risk-mitigated environment.

Track days are designed to not only perpetuate safe riding techniques, but also to have professional coaches instruct on a variety of topics and give hands on training to correct mistakes made while on the track.

Beta testing was initially conducted at a handful of installations throughout the Marine Corps. Each of these events received rave reviews from the participants and all were conducted without major incident. Some important lessons were taken away from the beta tests and shared at the last Marine Corps Executive Safety Board to be implemented at future track days.

Each track day event was staffed by either California Superbike School motorcycle instructors or North East Sport Bike Association (NESBA) motorcycle instructors. Before the motorcycles hit the track, all riders



went through a short but detailed orientation, illustrating the rules and safety aspects of riding on a track. Riders were then broken down into groups based on skill level, and proceeded to take turns completing laps around the track. Instructors were positioned at intervals around the track, especially in the corners where many riders tend to make mistakes. Such positions enabled instructors to actively engage with the riders by correcting mistakes immediately after they occurred. The instructors used a hands-on teaching approach, allowing riders to get immediate feedback trackside and get back out quickly. Consequently, all riders get more seat time, as well as individual attention.

Prior to riding at any track day, Marines’ and Sailors’ bikes undergo a complete inspection by professional mechanics. These inspections ensure that all riders have properly working motorcycles. Inspection checks include suspension setups, tire pressure and wear, brakes, chain adjustments, and fluids. Also included is a personal protective equipment inspection to ensure riders wear appropriate safety gear, including helmet, gloves, above ankle footwear, long pants, and jacket.

With a growing number of Marines and Sailors riding sport bikes, track days will be instituted across the Marine Corps based on the success of the beta testing. Offering a safe and controlled environment for Marines and Sailors to ride motorcycles will allow them to correct mistakes and test their limits in a safe manner. The foundation of all successful riding is training and experience. This program offers both in-depth.

Track days are open to all Marines and Sailors after completing the mandated Basic Riders Course and, coming soon, the Military Sport Bike Rider Course.

- Submitted by Daniel Kuhns, HQ Marine Corps Safety Division. He commutes daily to work on his motorcycle, and has been a rider for more than 10 years.



Mayport Recommended for OSHA VPP Star

Naval Station Mayport, FL finished its OSHA VPP inspection May 21 and was recommended for Star status.

Remarkably, the station had only one item to be corrected within 90 days - moving an electrical switch that didn't meet the minimum clearance distance.

Achieving Star status caps Mayport Safety and Occupational Health Manager Frank Alexander's career. He retired May 21.

NS Mayport now joins Kings Bay, Charleston and Key West as VPP Stars within Navy Region South East.

Next up for inspection will be Naval Air Station Jacksonville, which will take place in October 2009. Commander, Naval Region South East continues to aggressively pursue obtaining VPP Star-certified sites.

I strongly encourage all CNRSE activities to continue VPP pursue efforts to obtain VPP status (for those that are now pursuing), and if you are not considering VPP, join in and enhance your safety programs with the goal of obtaining VPP certification.

As of June 15, ten Navy and Marine Corps activities/commands has attained VPP Star status. World-wide, more than 2,000 public and private sector organizations have attained the elite VPP recognition.

- Contributed by Ron Williamson, CSP, Naval Region South East/NAS Jacksonville Safety



SECNAV Achievement in Safety Ashore Winners Announced

The recipients of Fiscal Year 2008's Secretary of the Navy Achievement in Safety Ashore Awards was announced in ALNAV 023/09 released 091757Z APR 09

The recipients are:

- ◆ Large Industrial Activity-Northwest Regional Maintenance Center, Puget Sound Naval Shipyard and Intermediate Maintenance Facility
- ◆ Medium Industrial Activity-Naval Facilities Engineering Command, Hawaii
- ◆ Small Industrial Activity-Naval Weapons Station Seal Beach
- ◆ Large Non-Industrial Activity-Naval Air Station, Jacksonville
- ◆ Medium Non-Industrial Activity-Naval Base San Diego
- ◆ Small Non-Industrial Activity-Naval Air Station, Key West
- ◆ Industrial Activity Award-OCONUS: U.S. Naval Ship Repair Facility and Japan Regional Maintenance Center, Yokosuka
- ◆ Non-Industrial Activity Award-OCONUS: U.S. Marine Corps Air Station Iwakuni
- ◆ Fleet Operational/Support Unit Ashore-Helicopter Maritime Strike Squadron FOUR ONE

The awards are presented annually to Navy and Marine Corps shore activities and ashore Fleet operational or support units for their quality occupational safety and health programs. Recipients earn the right to fly the Secretary of the Navy's safety flag with its distinctive large green cross and also receive a commemorative plaque and congratulatory letter from the Secretary of the Navy.

Acting Secretary BJ Penn commended all award nominees for their safety achievements through adherence to effective risk management and hazard reduction principles, and for their exemplary commitment to safety and the elements of the DON Safety Vision.

The vision is posted at:

<http://safetycenter.navy.navy.mil/donsafety/index.asp>.

Navy League Safety Recipients Selected

The Navy League of the United States has selected their Admiral Vern Clark and General James L. Jones Safety Award winners for 2008.

These annual awards, initiated by former Secretary of the Navy Gordon England and administered by the Navy League, are intended to stimulate safety through ideas and programs that will reduce avoidable injuries and fatalities by providing special recognition to individuals and units/commands that best exemplify and advance a world class safety culture. The recipients are:

◆ DCC(SW/AW) Ramir Saygan Pulido, USN, Commander Fleet Activities Chinhae, Korea, received

the Admiral Vern Clark Safety Award, Individual Category

- ◆ USS WASP (LHD 1) received the Admiral Vern Clark Safety Award, Command Category
- ◆ Captain Joseph C. Elseroad, USMC, Marine Heavy Helicopter Squadron 363, General James L. Jones Award, Individual Category
- ◆ Marine Wing Support Squadron 273, General James L. Jones Award, Command Category

The awards were presented at the Navy League's annual Sea-Air-Space Exposition during the Secretary of the Navy Luncheon, May 6, 2009.

Safety Spotlight: Beth Kelly



The Naval Education and Training Command's Safety and Occupational Health policy advisor, Beth Kelly, is a critical figure in the development and implementation of safety and occupational health programs for 129 activities within NETC's domain. Beth came to government service as a clerk typist and progressed to management. Working her way up through the ranks has provided her with a diverse background of management skills and insight into the DoD workforce. This allows her to implement policy with insight into how it will affect employees.

What prompted you to get into the safety field?

I worked for 19 years with the Navy Public Works Center in Pensacola, FL, with the last 13 years in the maintenance department as a fire alarm mechanic. Unfortunately, my position was out-sourced, but I chose to remain civil service. This led me to go back into an administrative support position. When a safety technician position was posted, I applied for it and was hired.

Who have you considered a mentor and why?

I consider D.J. Leavens, my current supervisor, as my mentor. In 2004, the special assistant for safety retired. That left Mr. Leavens and I to run the occupational and training safety programs for the NETC domain. Instead of trying to manage the program on his own, he included me in the process. Because of his training, teaching and mentoring, I have confidence in my ability to handle most safety related issues and programs.

What other safety professional has influenced you, and what you have done to help develop other safety professionals?

Cheryl Blas, who was the safety manager for Chief of Naval Air Training before she retired, generously offered her experience and expertise in high risk training safety. She shared the history of high risk training safety and provided on-the-job instruction during high risk training and occupational safety evaluations. I would like to pass on the knowledge these professionals gave me. One way that I've found to pass on this information is to include a block of time during each safety and occupational health evaluation to answer questions, or provide assistance with any safety concerns within the activity. I help train and mentor the safety technician in our office and she is now on her way to becoming a safety specialist.

Where has the safety program and/or training helped you in your career progression?

The safety training I've received has allowed me to advance from a lower graded position back to a journeyman level.

What has been one of your most rewarding experiences while working in the Navy/Marine Corps safety program?

I was involved with the driving simulator pilot program at Recruit Training Command Great Lakes (IL). The expected outcome was that we could identify at-risk driving behavior before a mishap. I was able to analyze data from the simulators and compare it with real private motor vehicle mishap data. The driving errors that caused mishaps in real life mirrored the driving errors that were identified with the simulators. Achieving the expected outcome and knowing that at risk driving behavior can be identified and corrected was one of many rewarding experiences. I also receive many e-mails, phone calls and personal contacts from safety professionals and collateral duty safety folks letting me know how I helped them with their safety program. This is also very rewarding.

What specific improvements would you suggest for integration of safety throughout the Navy/Marine Corps?

Having a "Safety Specialist" rating would be a good way to integrate safety from the beginning of a Sailor's career, provide training, and pave a career path.

What bit of wisdom do you want to pass on to other safety professionals?

Wisdom is knowledge applied. We should apply the knowledge of how to be safe in our own lives. Safety professionals should set the standard and the example for safe behavior both on duty and off duty.

CNO Ashore Safety Awards Also Includes Individual Winners

Know a Navy uniformed member or civilian whose hard work, innovation and tenacity has improved safety within the Department of the Navy? Here's a chance for them to win some bragging rights as being among the best safety professionals in the Navy.

Each year, the Chief of Naval Operations presents a Navy officer, Navy enlisted, and a Navy civilian with an award for individual safety achievement.

In order to support the DON Safety Vision task to enable safety performance by developing and maintaining a workforce of talented and skilled safety personnel, more award submissions are desired for both military and civilian personnel to recognize and support those professionals who are keeping our personnel safe. In the past two years there have been very few submissions for civilians, and no submissions for officer or enlisted personnel.

All civilian nominees must be performing safety duties either in a full-time or collateral duty status, or have made a significant contribution to their command's, or the Navy's safety program in some other capacity related to safety. Nominations for the CNO Individual Award for safety may be by individual nomination, either by the individual themselves, by others, or from the activity.

Nominees must be from the activity to which the individual is assigned and be routed via the appropriate chain of command for endorsement. No more than a three page nomination letter stating the contributions the individual has made to the command/activity program or the overall Navy program shall be submitted directly to COMNAVSAFECEN by Dec. 31.

Winners are selected by an ad hoc awards committee composed of an O-6 chair from COMNAVSAFECEN and at least four other representatives from the Navy safety community. Winners receive a plaque (not to mention the aforementioned bragging rights) presented at the annual Safety Professional Development Conference usually held in March.

Commandant Marine Corps also sponsors an individual safety award.

-Contributed by Steve Geiger, Naval Safety Center

Kelly

Have you thought about what your legacy or contribution to the safety program will be?

I believe that the mishap reduction programs and policies that have been initiated have made a positive impact on the safety program. These efforts will have a lasting effect and ensure that the safety and well-being of our personnel remain foremost.

Of all of the safety programs, which is your specialty/favorite one?

High risk training safety is one of the most interesting and exciting

safety programs I've been involved with. I enjoy interacting with the instructors and students and observing how we train our Sailors to perform high risk events in as safe a manner as possible.

Is there anything else you would like to tell us about yourself or your safety organization?

Working in the safety office at NETC is the most rewarding and fulfilling job that I've ever had. I wish I'd known about the safety profession years ago!

Lesson

in awkward postures for long periods. During a site visit to the center, an ergonomist on staff with the Navy's Ergonomics Program identified risk factors in FRC East workshops. Workshop artisans, shop supervisors, shop engineers, and the FRC East industrial ergonomist worked together to come up with a unique solution to minimize or eliminate risk factors for work-related musculoskeletal disorders. The result was a variety of Lazy Susan designs specifically formulated to fit individual workshop tasks.

The **1,001 Safety Success Stories** webpages placed amongst the top 30 finalists in the 2001 Government Technology Leadership Awards Program. Judges for the awards look for programs that: "get the right information to the right people at the right time; are sensitive to privacy and security concerns; address important organizational goals; are innovative in their application of technology; have benefits that clearly justify its cost; and have potential applicability in other organizations." Sandra Bates, former General Services Administration commissioner and chairwoman of the leadership awards commended the stories.

The **1,001 Safety Success Stories** show the continuing commitment of the Navy and Marine Corps to take care of our people by integrating safety practices into all operations. You can add your organization's successes to the **Stories** webpages. To find out how to contribute, visit "How to Submit a Success Story." You may also contact Roberta Bucher with any questions or story ideas at rbucher@dandp.com.

- Contributed by Roberta Bucher

Safety Professional Development Conference Attendees Share Vision

On March 16-20, 2009, the Naval Safety and Environmental Training Center hosted the 17th Annual Safety Professional Development Conference at the DoubleTree Hotel Mission Valley in San Diego.

Approximately 600 safety professionals from the Navy, Marine Corps, Army, and Air Force attended, and, for the first time, included members of the Joint Services Safety Council (JSSC), who likely will return for future conferences.

This year's conference theme was "A Shared Vision".

The kick-off of the conference included two dynamic speakers - Gary Heil, who spoke on "Creating a Different Tomorrow" and John Register, who spoke on "Hurdling Adversity."

During the opening ceremony, the Chief of Naval Operation's FY 2008 Safety Awards were presented to Navy commands and individuals in recognition of their outstanding safety contributions to their organizations and the Navy.

The main focus of the conference is to provide quality training and education through a rich array of engaging and informative seminars. It also provides safety awareness through program updates, focused discussions, and exhibits provided by DoD vendors.

Seventy-five guest speakers offered more than 50 seminars to participants, enlightening them, encouraging them, educating them through professional and engaging presentations. A variety of seminars designed specifically for collateral duty, full-time or senior safety managers provided professional development opportunities for all attendees.

The conference also offered an excellent opportunity for safety professionals to network with a diversity of professionals.

Next year's conference will be held March 8-12 at the Holiday Inn Executive Center, in Virginia Beach. Information about and registration for this 18th Annual Safety Professional Development Conference will be posted December 2009 on the Naval Safety and Environmental Training Center's website, <http://www.safetycenter.navy.mil/training/index.asp>.



Mark Your Calendar!

American Society of Safety Engineers (ASSE) Professional Development Conference and Exposition

June 28-July 1, 2009, San Antonio, TX
Website: <http://www.asse.org/education/pdc09/>

25th Annual National Voluntary Protection Program Participations Association Conference

Aug. 24-27, 2009 in San Antonio, TX
Website: <http://www.vpppa.org/Conference/listing.cfm>

Department of Defense and International Association of Fire Chiefs Training Forum

Aug. 24-29, 2009 Dallas, TX
Website: <http://www.iafc.org/displaycommon.cfm?an=7>

National Safety Council Congress and Exposition Oct. 26-28, Orlando, FL

Website: <http://congress.nsc.org/nsc2009/public/enter.aspx?home=1>

Department of Defense Safety Forum Oct. 27, 2009, Orlando, FL

Website: <http://www.dodforums.org/SH2009-FL/index.htm>

DON Safety Vision Urges Safety Management System Adoption

One of the key elements in the DON Safety Vision, signed out by the Secretary of the Navy, Chief of Naval Operations and Commandant of the Marine Corps earlier this year, is to “imbed safety culture into the total force, with accountability and involvement at all levels, through the adoption of a Safety Management System (SMS).”

The DON doesn’t prescribe any one SMS. It can be any formal, organized process whereby people plan, perform, assess, and improve the safe conduct of work. Examples of SMS used throughout the Navy and Marine Corps include the Occupational Safety and Health Administration’s Voluntary Protection Program, the Navy Process Review and Measurement System and the American National Standards Institute Z10-2005. All have proven effective in mitigating risk, managing hazards and preserving resources – especially the military, civilians and contractors who make up the Total Force.

Perhaps one of the most compelling examples of the effectiveness of a SMS and the discipline it brings to reach a goal is Naval Air Station Key West. It soared from an activity with one of the worst safety records in the federal government to being at OSHA VPP Star and, this year, winning the Secretary of the Navy’s Achievement in Safety Ashore.

Key West began its “safe journey” by using the Integrated Management System (IMS), which was a

product of Westinghouse Safety Solutions. As one of the two Navy installations under the DoD Worker’s Safety Demonstration Program, which was a congressionally mandated to reduce worker’s compensation through reduction of mishaps, the air station worked hand in hand with Westinghouse to initiate IMS.

According to Safety Manager Ron Cooke, the air station started the Worker’s Safety Demo in 2002, and within the first year of implementing Westinghouse’s deliverables, mishaps were reduced 40 percent. At the recommendation of Westinghouse Safety, the command chose VPP as their SMS, entering under the Challenge Program.

“On May 24, 2005, which was our actual VPP start date, our CO at the time, CAPT Jim Scholl, signed a proclamation that VPP was going to be a way of life (here),” said Cooke. “Once we started there was no turning back.”

Despite Hurricane Wilma, which tore through the command and set their VPP schedule back six months, and criticism and resistance from some within the command, two and a half years after they began pursuing their Star, OSHA VPP audited the command in December 2007 and recommended it for Star status.

On June 12, 2008, the VPP flag was raised over Key West.

From Overseas to Stateside, From Air Force to Marines to DON

I can’t believe a year has gone by so quickly! It was a year ago I reported aboard the Naval Safety Center after more than 16 years overseas.

I originally left CONUS to work for the Air Force, got promoted and worked for the Marine Corps, and now I’m a Navy civilian employed at the Naval Safety Center.

When given the privilege of writing this article, my immediate thoughts were to do it from a “compare and contrast” perspective. Then I shifted to a “once upon a time” theme. I finally decided the best approach would be eclectic, highlighting points that made initial impressions.

The greatest enlightenment for me since transitioning to the Navy has been in the area of professional training to include its volume, accessibility/availability and its focus/ emphasis on encouraging civilian employees to seek Associate Safety Professional (ASP) and Certified Safety Professional (CSP) certifications. This is not to be by any means construed

that training referenced in the OPNAVINST 5100.23G wasn’t available during my overseas tour, but attending it was a challenge due to geography and funding. Traveling to CONUS at any time was always a challenge as travel budgets were limited.

As safety professionals, we’re the Commanding Officer’s advisor on managing/overseeing the safety program. Providing a safe and healthful work environment for all personnel, preserving equipment and ensuring the mission is accomplished safely is everybody’s responsibility. Training is one of the fundamental pillars of any effective safety program. A well trained safety staff will benefit the command in an infinite number of ways.

To arrive back in CONUS was truly an eye opener as organizations such as the American Society of Safety Engineers and all of its professional development offerings were so readily accessible. While I was overseas, they were available; however, accessing them was a

challenge as they never (to my knowledge) came to our area of operations.

During the latter part of my tour, the tables began to turn when the Army’s CP-12 Course was adopted by the Marine Corps. It was initially provided to train tactical safety specialists who deployed with combat units. Just as I was departing overseas, the CP-12 classes were opened to safety specialists serving in garrison capacities. This was truly a monumental step for Marine Corps Ground Occupational Safety and Health.

In closing ... my philosophy is to attempt to learn something new each day. Working overseas gave me that opportunity, and I experienced some very unique situations that were germane; however, now that I’m back in CONUS, my learning opportunities have increased exponentially all because training sources are readily available and accessible.

- By Stanley Willingham,
Safety & Occupational Health
Specialist, Naval Safety Center

The Results

Navy & Marine Corps Civilian Safety Community 2009 Safety Questionnaire

A questionnaire was given out at the 17th Annual Safety Professional Development Conference. The information gleaned from it will help us better understand the dynamics of our Safety Community, allowing us to make sound decisions for the implementation of policies and programs that would meet our needs. The one negative was percentage of survey participation. A more formal survey is in discussion as our working group continues to support Safety Community development. Your participation is vital in this effort.

1. Please check appropriate box for your service: Responses: 53

Marine Corps: 4 (8%) Navy: 49 (92%)

2. Please check appropriate box indicating your series. Responses: 50

0017 0 0018 41 (82%) 0019 0 0803 2 (4%) If other, indicate: 7 (14%)

3. Please indicate your GS grade or NSPS pay band. Responses: 49

GS 7 1 (2%) GS 11 7 (14%) GS 12 4 (8%) GS 13 3 (6%) ND-IV 2 (4%) YA-02 17 (35%) YA-03 2 (4%)
YC-02 10 (20%) YF-02 1 (2%) YH-02 2 (4%)

4. Please check the appropriate box for your highest education level achieved. Responses: 52

PhD 0 Masters 10 (19%) Bachelors 21 (40%) Associate 12 (23%) High School/GED 7 (13%) Other 2 (4%)

5. I hold the following professional certifications/designations (check all that apply). Responses: 13

ARM 0 ASP 0 CHCM 1 (8%) CIH 2 (15%) CPERgo 0 CSP 4 (31%) PEng 0 Other 6 (46%)

6. How did you enter the safety profession? 53 Responses

From a safety-related BS/MS/PhD degree program 4 (8%)

A supervisor asked me to handle SOH 11 (20%)

Applied for SH&E position without experience 9 (17%)

Started in engineering and assigned to SOH 3 (6%)

Started in an SOH Committee and became interested 0

Requested or volunteered to fill a safety position 9 (17%)

Other 17 (32%)

7. Is your facility 53 Responses

Industrial 15 (28%) Non-Industrial 38 (72%)

8. What major claimant do you work for? 53 Responses

BUMED 18 (34%) CNIC 10 (19%) COMPACFLT 1 (2%) Marine Corps 4 (8%) MSC 0 NAVAIR 1 (2%)
NAVFAC 4 (8%) NAVSEA 4 (8%) NETC 2 (4%) RESFOR 4 (8%) USFFC 2 (4%) Other 2 (4%)

9. I plan on retiring within the next ____: 51 Responses

5 years 17 (33%) 10 years 21 (41%) 15 years 7 (14%) 20 years 6 (12%)

10. Does your command support you in your safety professional development (IDP)? 52 Responses

Yes 51 (98%) No 1 (2%)

11. Are you aware of the Navy & Marine Corps Safety Professional Development Assistance Program? 51 Responses

Yes 29 (56%) No 22 (43%)

12. What is your opinion of the Navy and Marine Corps Safety Civilian Community Website, <http://www.safetycenter.navy.mil/osh/civilian/index.asp>. 52 Responses

Excellent 9 (17%) Good 24 (46%) Poor 1 (2%) Haven't seen it yet 18 (35%)

13. What is your opinion of *The Safety Professional* quarterly newsletter? 51 Responses

Excellent 6 (12%) Good 19 (37%) Poor 1 (2%) Haven't seen it yet 25 (49%)

Transitions

Fair winds and following seas to **Stew Nagao**, safety manager at Naval Station Great Lakes, IL, who retired late last month after 20 years of service at the station. Stew spent 20 years on active duty with the Navy before joining federal civil service with the Department of Veterans Affairs. He then transitioned to Navy civil service. What's next for Stew? "I will be driving a tour bus so I can see the country," he said. "And, baking cookies."

Fair winds also to **Frank Alexander**, safety and occupational health manager at Naval Station Mayport, FL. Frank retired May 21, just days after Mayport was recommended by OSHA for its VPP Star. Now, that's departing on a high note!

Headquarters, Marine Corps Safety Division welcomes **John Waltman**, who is taking the reins as the traffic safety program manager. He was formerly the driver's safety training program manager at Marine Corps Base Quantico, VA.

William (Bill) Watson III, formerly the safety director for I Marine Expeditionary Forces (I MEF), recently accepted the position of safety director for Marine Corps Air Station Miramar.

Lessons Learned

CNO Award for Safety Ashore FY08

There are many commands and activities Navy-wide with impressive and accomplished safety programs – yet they either don't submit a nomination package for the Chief of Naval Operations Awards for Safety Ashore or submit and aren't competitive. Here are some lessons learned from FY 2008 that may help your nomination package be more competitive in 2009.

◆ **Get your nomination packages in on time.** All packages must be received before the Dec. 31 deadline.

◆ **Provide the metrics requested in OPNAVINST 5100.23G and ALNAV Solicitation Message.** Although the ALNAV soliciting submissions specified what metrics were required in the nomination package, the three year trend analysis section is often incomplete, averaging 8.8 out of a possible 14 points (62.6 percent). A link to training on how to calculate these metrics is provided in the ALNAV. Additionally, nominees fail to tie the metrics to their mishap reduction efforts - that is, context isn't provided on why rates are up or down, and what steps were taken to mitigate or eliminate high-incident hazards.

◆ **Include recreation and off-duty safety information.** Only a couple of commands outside of the CNIC claimancy scored seven or more points out of a possible 10 in this section. For activities such as an industrial command where the majority of the command is civilian, this is a very weak area. For the commands that provide MWR services to tenant commands, this is a strong area.

◆ **Partner with government agencies, communities or organizations.** Ten out of the 25 packages did not address this section. This section assigns 3 points to each of the following:

- Involved with community, state or local safety-related organizations.
- Provided examples of partnering examples.
- Participated in safety events, fairs, programs or campaigns with local or base organizations.

This section favors the larger or regional type commands, and can be thought of as bonus points to those that use such partnerships to change or shape the command safety culture to reduce mishaps.

◆ **Include Echelon 2 screening, submission and endorsement.** OPNAVINST 5100.23G states: "... *Activities meeting the eligibility criteria may submit a nomination package through their chain of command with sufficient supporting documentation to allow evaluation by the higher command. Echelon 3 commands, as applicable, will evaluate documentation and nominate one activity for each category, as applicable, and submit the nomination to their Echelon 2 command not later than 30 November of the year following the fiscal year under award consideration. ... Echelon 2 commands shall evaluate documentation and nominate one activity for each category, as applicable, for the annual awards and submit their nominations to the Commander, Naval Safety Center.*" Yet, 3 of 4 packages from an Echelon 2 did not include an executive summary of the command's self assessment, which downgraded the nomination.

Nomination packages submitted by commands/activities have remained constant for the past several years; however, the number of nominations for individuals has decreased. Oddly, nominations for individuals for the Navy League of the United States's Admiral Vern Clark Safety Award has never been higher.

CNO Achievement in Safety Ashore recipients will go on to compete with the Marine Corps ground safety recipients for the DON level safety awards; additional nomination packages need not be submitted.

- Contributed by Steve Geiger, Naval Safety Center