

Safety Dog
Wants You



To Be Safe!



The Safety Corner

From the Marine Corps Center for Lessons Learned

April 24, 2009



From the Director: This month, we're focusing on Driver Fatigue and Prevention of Eye Injuries. Largely preventable, we often ignore these issues until we've either dozed off while at the wheel or had a shard of metal hit us in the face. We might have gotten lucky, no harm, no foul. But by operating like this, the laws of probabilities will catch up with us all, sooner or later.

We prepare for operations through training. We prepare our equipment through maintenance. We push ourselves physically continually, sometimes when we don't have anything left and we're "on fumes". We take shortcuts on our SOPs. What you wouldn't give for just a 20 minute power-nap in the middle of the day. If you had 20 minutes to close your eyes to recharge your batteries for the rest of the day, it'd be great. But you can't. The tactical situation or predicament won't allow it. And it's happened to all of us at one time or another. Whether you're in a tactical vehicle during a halt after you've been "hard at it" for 20+ hours or on the flight deck or flight line when the daytime temperature hovers at 120 degrees and you've been in your gear since before dawn, it happens. And then it happens when you're traveling down the freeway-post deployment. You may have closed your eyes for a second or two, but it feels like much longer...and the hair on your arm stands straight out. The adrenaline rush lasts for about 5 minutes. But you have 250 miles to go... you're tough, you can make it. Then your eye lids feel like they weight 50 lbs apiece and start to close again and again. The cycle repeats itself until either you pull over and have a power-nap or an Emergency Medical Technician or Corpsman is standing over you trying to stop the bleeding. It doesn't need to be all doom and gloom. We can and should do something about both of these issues.

Feel free to pass this newsletter along to your brother and sister Marines and Sailors, and your families and friends. If we can prevent one avoidable mishap, we've done our jobs. For previous editions of the Marine Corps Center for Lessons Learned Safety Corner, please visit: www.mccll.usmc.mil. Let us know what you think and pass along any and all safety related personal experiences.

Semper Fidelis,
C. H. Sonntag
Director MCCLL

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Next Issue: Heat Injuries

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APRIL 2009

Marine Corps Center for Lessons Learned
Safety Corner



Mishap investigators have lacked good measures for identifying fatigue, and historically have often missed it as a causal factor. A Navy Safety Center (NSC) focus in the coming year is to correct this situation.

We can measure the performance deterioration that results from fatigue, and we can see the signs and symptoms. Even though we can't measure the brain's fatigue level, we can accurately predict fatigue levels (and the resulting deterioration of performance), based on work and sleep cycles, time of day and circadian rhythms, using the Fatigue Avoidance Scheduling Tool (FAST).

It's time to change the culture in the Navy and Marine Corps regarding sleep deprivation and fatigue. We would never tolerate the profound deterioration in performance that would result if a large number of our Marines, Sailors and supervisors were routinely intoxicated on duty, yet we accept the same levels of impairment in performance from fatigue without even recognizing the problem.

We can't eliminate fatigue, but we have increasingly sophisticated tools and scientific evidence to recognize the true cost of fatigue on combat operations. NSC will continue working to provide commanders with better risk-assessment strategies and countermeasures. Perhaps we don't need more training, more discipline, more regulation, more safeguards, or bigger instructions. Perhaps we just need more sleep.

Driver fatigue is the general term used to describe the experience of feeling sleepy, tired or exhausted when driving a vehicle or flying an aircraft and can be dangerous because it decreases ones ability to judge their own level of tiredness. *Marines in particular are susceptible to fatigue, experiencing combined stressors, including physical exertion and the threat of enemy fire, which can result in fatigue impairing your decision making with potentially dangerous consequences.* The amount of sleep you get can affect your physical health, emotional well-being, mental abilities, productivity and performance.

Symptoms may vary between drivers, but can include the following:

- ◆ Heavy eyelids
- ◆ Tired or sore eyes
- ◆ Poor concentration
- ◆ Yawning
- ◆ Restlessness
- ◆ Drowsiness
- ◆ Slow reaction
- ◆ Boredom
- ◆ Feeling irritable
- ◆ Missing road signs
- ◆ Having difficulty staying in the lane
- ◆ Succumbing to micro sleeps

Remember that once fatigue sets in sleep is the only cure.

Video of driver falling asleep. Source: Denver Channel 7 News
<http://mfile.akamai.com/12930/wmv/vod.ibsys.com/2007/1018/14365368.200k.asx>

It is important to realize that driver fatigue is not simply a result of the time spent driving, but relates to other factors including the number of hours since you last slept (hours of wakefulness) and time of day or night.

Fatigue-related crashes at these times (10 p.m. – 6 a.m./1 p.m. – 3 p.m.) coincide with the dips in the body's circadian rhythms (roughly 24 hour cycle in the biochemical, physiological or behavioral processes of living beings), which program us to feel sleepy at night when we should be asleep and to a lesser extent in the afternoon hours.

Tips to Beating Fatigue

Energize Your Diet. Eating habits play a powerful role in how well you function on every level. Small snacks throughout the day can keep your blood sugar levels stable all day.

Have Breakfast. Even if you don't feel hungry.

Add Fiber to Your Diet. Fiber has a time-releasing effect on carbs, so they enter your bloodstream at a slow and steady pace, giving you energy staying power.

Stay Hydrated. Water makes up the majority of your blood and other body fluids. Mild dehydration can cause blood to thicken forcing the heart to work harder to carry blood to your cells and organs and resulting in fatigue.

Watch Your Caffeine Intake After Noon.

Tactical Vehicle Rollovers from Oct 08 – Mar 09

73 recorded rollover events from multiple sources* How many of these were related to driver fatigue?

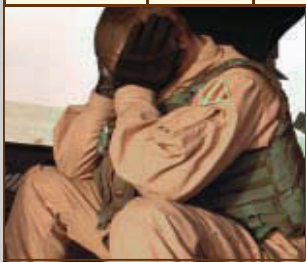
Type of rollovers

- 28 - Fall initiated: occurred due to ledge, slope or ground surface collapse and not on flat surface
 - 26 - Maneuver initiated: swerving maneuver on flat ground or terrain
 - 9 - Impact Initiated: hitting object caused rollover
 - 10 - Unknown
- 5 rollover fatalities (US) and 89 rollover injuries

MRAP and HMMWVs most prevalent

* CENTCOM SIGACTS, Unit Safety Gram/Red-Hash, Safety Centers

Type	Stryker	MRAP	HMMWV	ASV	LVS	PLS	M2	Tank	7Ton	T/T Truck	LMTV	MTVR	Fueler	Other
Fall	4	16	7	1										
Maneuver		7	4	3					1	5			2	4
Impact		3							2	2		1		1
Unknown		3	3	1					1	1				1



If you become drowsy while driving and drift into 'micro-sleep', which is a brief nap that lasts around **3 to 5 seconds** at 62 mph that's plenty of time to run into a tree or cause a roll over.



Did You Know

Driver fatigue is a major safety hazard for all drivers. Fatigue-related crashes tend to be severe with little or no braking or avoidance action. The risk of death or serious injury to a driver and passenger or the occupants of other vehicles in a fatigue-related crash is very high.

It's All About Control

Crew Coordination. Driver, occupants, gunner and passengers know their responsibilities; remain vigilant; identify and communicate potential hazards.

Observe your surroundings. Be aware of bridge limitations, low hanging power lines, soft shouldered road, and the presence of culverts, canals, and ditches.

Never drive the vehicle beyond its limitations. Avoid abrupt steering, excessive acceleration, and panic braking.

Training. Conduct mission briefing, roll-over drills, and crew coordination refresher prior to every mission.

Reduce speed. In turns and on wet or unimproved surfaces.

Organize all equipment. Ensure everything is securely stored and tied down to avoid projectile hazards in the event of an accident or rollover.

Leaders. Ensure only properly trained qualified, and licensed personnel operate vehicles and equipment! All personnel will wear seatbelts/gunner restraints.



Rollover Causes

Rollover Causes

- Speed is the overriding cause in most HMMWV rollover situations.
- Over-correction (abrupt control/steering changes).
- Driving too close to the side of the road.
- Driving too close to other vehicles.
- Unimproved roads may not be equipped to handle the vehicle size and weight.
- Unfamiliarity with the driving characteristics of vehicles with add-on armor modifications.

Preventing Rollovers:

- Ensure convoy speeds are established and enforced.
- Ensure senior occupants understand their responsibilities.
- Enforce the use of restraint devices.
- Ensure drivers keep proper intervals between vehicles.
- Ensure additional training after vehicles have been modified.

In addition to these tips, several Marine Corps initiatives are underway to prevent and mitigate rollovers:

Please see the latest Marine Corps Center for Lessons Learned (MCCLL) Safety corner on this subject:

Best Practices for Preventing/Mitigating Vehicle Rollovers. There are also many other documents in our repositories that have current information on this subject such as the MCCLL report Vehicle Rollover Prevention and Mitigation and the M1114 UAH HMMWV Combined Safety Smart Card from the U.S. Army TACOM.

Sleep Debt Quiz

This is a quiz to determine how much you know about sleep and sleep debt.

1. Coffee overcomes the effects of drowsiness while driving.

True or false

2. I can tell when I'm going to go to sleep.

True or false

3. Rolling down my window or singing along with the radio will keep me awake.

True or false

4. I'm a safe driver, so it doesn't matter if I'm sleepy.

True or false

5. You can stockpile sleep on the weekends.

True or false

6. Most adults need at least seven hours of sleep each night.

True or false

7. Being sleepy makes you misperceive things.

True or false

8. Young people need less sleep.

True or false

9. Wandering, disconnected thoughts are a warning sign of driver fatigue.

True or false

10. On a long trip, the driver should never take a break but try to arrive at the destination as quickly as possible.

True or false

11. A micro-sleep lasts four or five seconds.

True or false

(answers on page 6)



Did you Know

According to a National Sleep Foundation (NSF) poll, 60 percent of adults admit to operating a vehicle while feeling tired, and more than one-third say they have actually fallen asleep behind the wheel. This staggering statistic represents an estimated 103 million American drivers.



- ◆ Not wearing eye protection. The Bureau of Labor Statistics (BLS) reports that nearly three out of every five workers injured were not wearing eye protection at the time of the accident.
- ◆ Wearing the wrong kind of eye protection for the job. About 40% of the injured workers were wearing some form of eye protection when the accident occurred. These workers were most likely wearing eyeglasses with no side shields, though injuries among employees wearing full-cup or flat-fold side shields occurred, as well.

Flying shrapnel and the human eye don't mix. Protect your vision.

WHAT CAUSES EYE INJURIES

- ◆ Flying particles. BLS found that almost **70%** of the accidents studied resulted from flying or falling objects or sparks striking the eye. Nearly three-fifths of the objects were smaller than a pin head.
- ◆ Contact with chemicals caused one-fifth of the injuries.
- ◆ Other accidents were caused by objects swinging from a fixed or attached position, like tree limbs, ropes, chains, or tools which were pulled into the eye while the worker was using them.

WHERE DO ACCIDENTS OCCUR MOST OFTEN

- ◆ Craft work; industrial equipment operation. Potential eye hazards can be found in nearly every industry, but BLS reported that more than 40% of injuries studied occurred among craft workers, like mechanics, repairers, carpenters, and plumbers.
- ◆ Over a third of all injured workers were operatives, such as assemblers, sanders, and grinding machine operators.
- ◆ Laborers suffered about one-fifth of the eye injuries.

Almost half the injured workers were employed in manufacturing; slightly more than 20% were in construction.

How Can Eye Injuries be Prevented?

Always wear effective eye protection

- ◆ OSHA standards require that employers provide workers with suitable eye protection. To be effective, the eyewear must be of the appropriate type for the hazard encountered and properly fitted. Eye protective devices should allow for air to circulate between the eye and the lens.
- ◆ Nearly one-fifth of the injured workers with eye protection wore face shields or welding helmets. However, only six percent of the workers injured while wearing eye protection wore goggles, which generally offer better protection for the eyes.

Best protection is afforded when goggles are worn with face shields.

- ◆ Better training and education. BLS reported that most workers were hurt while doing their regular jobs. Workers injured while not wearing protective eyewear most often said they believed it was not required by the situation. Even though the vast majority of employers furnished eye protection, about 40% of the workers received no eye safety training on where and what kind of eye-wear should be used.

Maintenance

Eye protection devices must be properly maintained. Scratched and dirty devices reduce vision, cause glare and may contribute to accidents.

Where can you get more information

Division/Group/Battalion/Wing Safety Officers, Marine Corps Safety Division, Naval Safety Center and the OSHA website.

Sign And Symptoms of Eye Injury and Wounds

- ◆ A visible wound.
- ◆ A bloodshot eye appearance, even if a wound is not visible.
- ◆ Partial or total loss of vision.
- ◆ Leakage of blood or clear fluid from the injured eye.

Precautions to Take:

- ◆ **DO NOT** touch the eye or allow the victim to rub it.
- ◆ **DO NOT** try to remove a contact lens or embedded object in the eye.
- ◆ **DO NOT** apply any pressure to an eye with a foreign object embedded or a laceration.

Action Steps

- ◆ Lay the victim on his/her back, holding head on your knees to keep it as still as possible.
- ◆ Give the victim a paper cup to hold over his/her injured eye and ask them to keep uninjured eye closed.
- ◆ Get the victim to Aid Station or Corpsman as soon as possible.

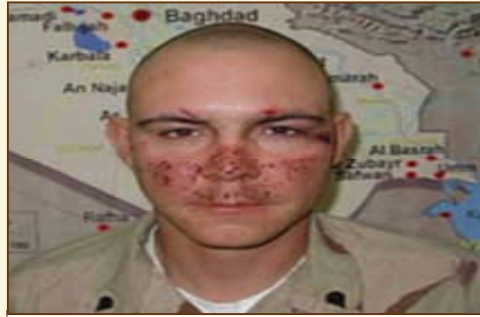
If it will take some time to obtain medical aid, gently bandage the eye with an eye shield, tape or a paper cup and place over the injured eye. **If a chemical** enters the eye, irrigate it immediately before rushing to the emergency department. Flush the eye with fresh water for 15 minutes and nothing else. **If possible**, take the bottled chemical with you to the Aid Station.

Combat Eye Protection

According to the Department of Labor, an estimated 1,000 eye injuries occur in American workplaces everyday. The financial cost of these injuries is enormous, and result in lost time, medical expenses, and compensation every year. It is estimated that 90% of eye injuries can be prevented through the use of proper personal protective equipment (PPE).

Serious eye injuries are among the most common incurred by our troops in the Global War on Terrorism (GWOT). Statistics indicate that fifty four percent of all military personnel treated at Walter Reed Army Medical Center with traumatic brain injuries (TBI) also report

problems with their vision. More than 1,000 Marines, Sailors, and Airmen have



Eye injuries can be significantly reduced by use of approved Combat Eye Protection devices

been evacuated from the combat zone because of serious eye injuries. Many

of these accidents could have been prevented if safety glasses, face shields or goggles were used.

When an accident involves the eye, get medical help immediately. If there is pain or any question of eye or vision damage, it can mean the difference between sight and blindness. Accidents occur to even the most safety-conscious Marines and Sailors. The best way to prevent injury to the eye is to always wear appropriate eye protection.

In addition to proper safety eyewear, early detection and treatment of eye conditions and diseases are essential to maintaining good vision. Bottom line: if you can't see, you can't fight.



Did You Know

Since the beginning of the Global War on Terrorism, thousands of service men and women have been wounded and seriously disabled while serving our country. Officials at Walter Reed Army Medical Center in Washington, D.C., report that four to five of the wounded troops returning to the Center from Iraq each month for medical care suffer from eye injuries.

Running Tips

Christine Luff

Running in heat and humidity. Running in the intense heat of an Iraq or Afghanistan summer can put you at risk for dehydration, heat stroke and other heat-related illnesses.

Stay Hydrated

The easiest way to avoid heat disorders is to keep your body hydrated. This means drinking fluids before, during and after exercise. The body's fluid needs vary with exertion, climate, humidity, terrain, and other factors. The new fluid recommendations for runners say that they should "obey your thirst" and drink when their mouth is dry and they feel the need to drink. In training, drink before workouts and make sure you have access to fluids if exercising longer than 30 minutes. During longer workouts, some of your fluid intake should include a sports drink (like Gatorade) to replace lost salt and other minerals (electrolytes).

Don't Push It

Brutal heat and humidity mean you should scale back your performance goals. Don't try to beat the heat.

Make a Splash

Use water to cool yourself during runs. If you are overheating, splashing water on your head and body will cool you down quickly and have a lasting effect as the water evaporates from your skin.

Be Educated

You should be very familiar with the signs of heat problems so you recognize them in yourself or in a running partner. If you feel faint, dizzy, disoriented, have stopped sweating, or your skin is cool and clammy, slow down or stop running. If symptoms continue, sit or lie down in the shade and seek help.

Answers to Sleep Debt Quiz

1. **FALSE** Stimulants are no substitute for sleep.
2. **FALSE** Sleep is not voluntary. If you're drowsy, you can fall asleep and never even know it.
3. **FALSE** An open window or the radio has no lasting effect on a person's ability to stay awake.
4. **FALSE** The only safe driver is an alert driver.
5. **FALSE** Sleep is not money. You can't save it up ahead of time, and you can't borrow it.
6. **TRUE** The average person needs seven or eight hours of sleep a night.
7. **TRUE** One of the warning signs of a drowsy driver is misjudging surroundings.
8. **FALSE** Young people need more sleep than adults. Males under 25 are at the greatest risk of falling asleep.
9. **TRUE** If you are driving and your thoughts begin to wander, it is time to pull over and take a break.
10. **FALSE** Driving, especially for long distances, reveals a drivers true level of sleepiness.
11. **TRUE** During a "micro-sleep" of four or five seconds, a car can travel 100 yards, plenty of time to cause a serious crash.

USMC AVIATION CLASS A MISHAPS (includes AGMs not included in the Flight Slide)

29 Dec 08 AV-8B crashed on PAR final approach, pilot died.

08 Dec 08 F/A-18D crashed on final approach to home field, pilot safely ejected.

USMC GROUND CLASS A

24 Mar 09 (Okinawa) E-6 died as a result of a non-combat explosive ordnance disposal operation.

09 Feb 09 (Camp Lejeune) E-5 died after being struck in the chest by a ricochet bullet while pulling targets at the shooting range.

USMC OPERATIONAL MOTOR VEHICLE

28 Feb 09 (Iraq) E-4 died from injuries after being struck by a tactical vehicle.

01 Dec 08 (Iraq) M1A1 tank sustained major damage when driven into wadi, dislodging gun turret.

23 Oct 08 (Hauula, HI) One civilian was killed when a 7-ton tactical vehicle collided head-on with civilian vehicle.

09 Oct 08 (Afghanistan) E-4 died in a HMMWV mishap when the vehicle rolled over while he was in the turret gunner position.

USMC PRIVATE MOTOR VEHICLE FATALITIES

13 Apr 09 (Freedom Township, Blair Co, PA) E-5 died when his vehicle departed the roadway.

10 Apr 09 (Sneads Ferry, NC) E-6 died in an automobile mishap when he collided head-on with another vehicle.

04 Apr 09 (Riverside, CA) E-3 died in a motorcycle mishap when he collided with an oncoming vehicle.

01 Apr 09 (Kendall County, TX) E-3 died in a single vehicle mishap.

28 Mar 09 (Spartanburg, SC) E-2 driver and E-3 passenger died in a single vehicle mishap.

24 Mar 09 (Westover, MD) E-3 died in automobile mishap when vehicle left the road and struck a tree.

22 Mar 09 (Japan) E-6 died when the moped he was operating hit a curb and he was thrown from the vehicle.

18 Mar 09 (Marietta, GA) E-5 died when he lost control of his motorcycle.

15 Mar 09 (Mt. Carmel, IL) E-4 died in single vehicle automobile mishap.

05 Mar 09 (Reading, PA) E-6 died when his vehicle struck a utility pole.

14 Feb 09 (Oceanside, CA) E-4 died in a motorcycle mishap.

31 Jan 09 (San Diego, CA) E-3 died when her vehicle went out of control, struck a barrier and caught fire. Speed was a factor.

20 Jan 09 (Milton, PA) Two E-2's died and one E-2 was critically injured when their vehicle crossed over the median into oncoming traffic.

15 Jan 09 (Sneads Ferry, NC) E-4 died in a motorcycle mishap when he lost control of the motorcycle and collided with an oncoming vehicle.

13 Jan 09 (Salton City, CA) E-4 died in a motorcycle mishap when he failed to negotiate a turn and he departed the roadway.

27 Nov 08 (Greeleyville, SC) E-6 died when his vehicle ran off the road and he was ejected from the vehicle.

22 Nov 08 (Vista, CA) Two E-3's died in an automobile mishap when their vehicle struck a tree and caught fire.

08 Nov 08 (Arlington, VA) PFC died when he was struck by a vehicle while walking on a highway.

03 Nov 08 (Pensacola, FL) E-2 died in a motorcycle mishap when he lost control and struck a tree.

02 Nov 08 (Jacksonville, NC) E-3 died when the vehicle in which he was a passenger struck a parked car and flipped.

17 Oct 08 (Phoenix, AZ) E-7 died in a motorcycle mishap when he ran into the side of a vehicle that failed to stop at a red light.

USMC OFF-DUTY/RECREATIONAL FATALITIES

07 Mar 09 (Imperial Sand Dunes, CA) E-4 died in an ATV mishap.

14 Dec 08 (Fallbrook, CA) E-4 died from excessive consumption of alcohol.

23 Nov 08 (Edith Falls, Australia) E-3 died in a recreational swimming mishap.

11 Nov 08 (Spring Hill, FL) O-5 died in a recreational scuba diving mishap.

08 Nov 08 (Onna, Japan) E-4 drowned while snorkeling after experiencing rough water conditions.

02 Nov 08 (Phoenix, AZ) E-4 died when a shotgun accidentally discharged as he was retrieving it from his vehicle.

13 Oct 08 (Camp Lejeune, NC) E-2 died from excessive consumption of alcohol.

09 Oct 08 (Port Richie, FL) E-3 died from excessive consumption of alcohol.



USN AVIATION CLASS A MISHAPS (includes FRMs not included in the Flight Slide)

19 Mar 09 E-2 blew tire and departed runway on landing.

10 Feb 09 MH-60S sustained a hard landing.

02 Feb 09 Midair collision between two F/A-18 aircraft. Both aircraft recovered safely aboard ship.

17 Nov 08 EA-18G left engine fire during flight.

20 Oct 08 P-3C departed runway after landing. No injuries.

04 Oct 08 F/A-18F struck a Sailor on flight deck during catapult launch. 1 fatality. (FLT REL)

04 Oct 08 Helicopter struck tail boom of lead helicopter during landing resulting in hard landing/rollover. 1 non-DOD fatality.

USN AFLOAT CLASS A MISHAPS

20 Mar 09 Sub and amphib collided.

05 Feb 09 CG ran aground while conducting small boat transfer.

04 Feb 09 SVCMMN lost at sea when RHIB flipped being lowered into the water and tending line became hooked on crane cable.

24 Nov 08 Sonar dome rubber window (SDRW) damaged requiring dry dock.

04 Oct 08 Teeth bent in main reduction gear during PMS.

USN SHORE CLASS A MISHAPS

17 Feb 09 (Ft. Jackson, SC) O-5 died in a training mishap.

22 Jan 09 (San Clemente Island, CA) Two buildings and all contents destroyed by fire.

25 Dec 08 (Bahrain) Navy RHIB collided with a moored barge resulting in 1 fatality and 2 injuries.

09 Nov 08 (Pearl City, HI) Advanced Seal Delivery System (ASDS) damaged by fire.

USN PHYSICAL TRAINING CLASS A MISHAPS

30 Jan 09 (Naples, IT) O-6 died shortly after complaining of stomach pain during semi-annual PRT.

USN PRIVATE MOTOR VEHICLE FATALITIES

03 Apr 09 (Norfolk, VA) O-1 died in a motorcycle mishap.

14 Mar 09 (Salerno, IT) E-5 died in motorcycle mishap.

07 Mar 09 (Norfolk, VA) E-4 died when his motorcycle struck another vehicle.

02 Feb 09 (Tulare County, CA) E-4 died when his car was struck by a drunk driver traveling northbound in southbound lane.

01 Feb 09 (San Bernardino, CA) E-4 died when his car was struck from behind and caught fire.

10 Jan 09 (Ojai, CA) E-6 died when his motorcycle drifted over the center line and collided with an oncoming vehicle.

03 Jan 09 (Lafayette, LA) E-3 died when his vehicle rolled over into water and submerged.

07 Dec 08 (San Diego, CA) E-4 died when his vehicle departed the roadway while negotiating an interstate on-ramp. Alcohol was a factor.

15 Nov 08 (Nassau, FL) E-4 died when the vehicle he was a passenger in veered into the median barrier and he was ejected from the vehicle.

08 Nov 08 (Big Bear, CA) CW05 on terminal leave died when his cruiser motorcycle drifted into oncoming traffic while rounding a curve.

10 Oct 08 (Boron, CA) E-4 died when he swerved into oncoming traffic and collided head-on with another vehicle.

05 Oct 08 (Spring View, CA) E-5 died from injuries sustained in a motorcycle mishap.

01 Oct 08 (Kleberg County, TX) O-2 died when he was struck by an automobile while riding his bicycle.

USN OFF-DUTY/RECREATIONAL FATALITIES

28 Dec 08 (Lombard, IL) E-2 died after being hit by freight train while walking on tracks.

27 Dec 08 (Grand Bland, MI) E-2 died after being found unresponsive after a night of drinking.

23 Dec 08 (Pace, FL) O-6 died from fall while trimming a tree.

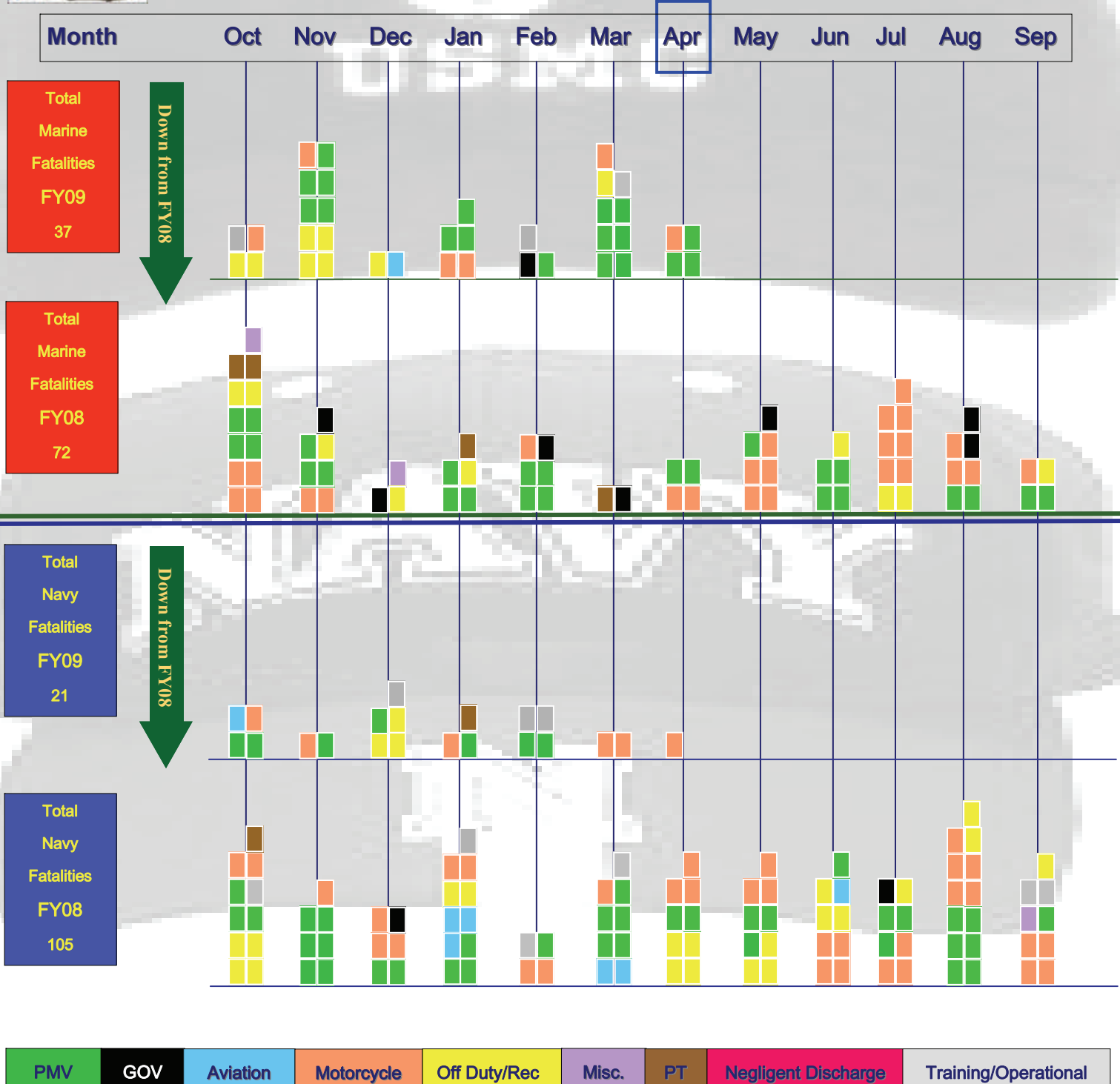
Additional Safety Links



Fatality Summary as of April 09



Everybody, no matter the experience, years to achieve great deeds.



Note: This report has been compiled from publicly available information and is not official USMC policy. Although information has been gathered from reliable sources the currency and completeness of the information reported herein is subject to change and cannot be guaranteed.