

Office of Marine and Aviation Operations

SAFETY NEWS

From the Safety and Environmental Compliance Division

SIXTH EDITION

APRIL 2012

We have a good mix of articles this month with a focus on training. We are pleased to report accident statistics continue to show improvement from a year ago. We would like to thank everyone for their efforts in advancing OMAO's safety culture and improving safety awareness throughout the organization. We trust the outcome will continue to have positive impacts on improving safety and preventing injuries and accidents today and in the future.

CONTENTS

POLICY SPOTLIGHT	1
ACCIDENT STATISTICS.....	1
RECENT INCIDENTS: CAUSES AND LESSONS LEARNED.....	3
BEST PRACTICES.....	4
NEWS AND NOTES	5
TERM OF THE MONTH	7
COMMON INTERESTS	8
SAFETY STAFF.....	9

POLICY SPOTLIGHT

NOAA Safety Policy, NAO 209-1, requires all employees to take annual safety awareness training. In addition to safety and health, the course has evolved over the years to include environmental compliance, sustainability, and physical security. Many have criticized the course recently for various reasons including: it's too long; most of it doesn't pertain to me or my job; or it doesn't meet my job specific training requirements. All of these may be fair criticisms, but besides fulfilling OSHA-mandated requirements, the course puts all NOAA employees on a level playing field. It represents a commitment by NOAA and allows us to move from job to job within NOAA with a common understanding of what is expected at least from an overall safety perspective. We know, or at least we hope, based on taking the course that our colleagues will have a similar understanding and appreciation for safety. In spite of its length and shortcomings, it does make us aware of what it means to work safely and makes us aware of things we may not have thought of for a long time, or even considered, as it relates to safety.

ACCIDENT STATISTICS

The total number of OMAO near miss; minor/first aid; medical treatment; lost time/light duty; and other incidents reported during April 2012 is listed in the table below. Accident rates over the past 12 months are shown the bar graph that follows.

Near Miss - 1

Near miss - 1

Minor/First Aid - 3

Laceration - 2 Struck by - 1

Medical Treatment - 4

Laceration - 2 Struck by - 1 Unclassified - 1

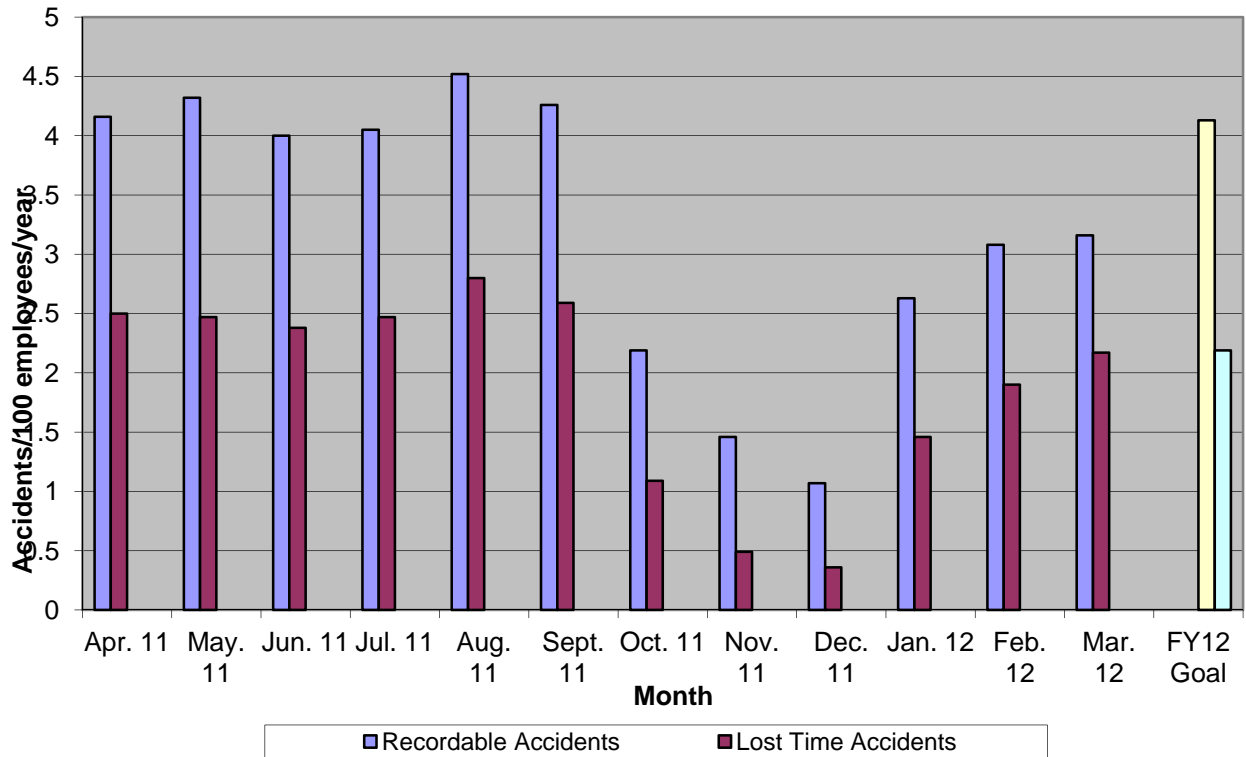
Lost Time/Restricted Duty - 0

Lost Time - 0 Restricted Duty - 0

Other - 2

Environmental - 2

OMAO Accident Rates



OMAO Annual Accident Rates*

	FY11 Total	FY12 YTD	FY12 Goal
Recordable Accident Rate	4.26	3.16	4.13

Lost Time Accident Rate 2.59 2.17 2.19

*Accident rates are calculated based on the total number of recordable and lost time accidents that occur in the workplace compared to the total number of hours worked by all employees at that workplace. The accident rate represents the number of accidents that have occurred per 100 employees for the year.

RECENT INCIDENTS: CAUSES AND LESSONS LEARNED

This section provides a description of recent incidents that have occurred in OMAO. In many cases, more thorough follow-up investigations have been conducted and more comprehensive lessons learned have been disseminated to targeted audiences within OMAO. The information below is intended to remind us of the importance of staying safe.

Description: An OMAO employee dropped a knife while cutting a cardboard box. The employee reflexively tried to catch the knife and in the process punctured the left palm which required medical treatment.

Causal Factors: The primary cause of the incident was losing control of the knife. It is not certain why control was lost. Often times it is loss of attention to surroundings, distractions, etc.

Lessons Learned: Maintain situational awareness and attention to the job at all times. Exercise caution and wear gloves when using knives and other sharp tools.

Description: A crewmember aboard a NOAA ship was cutting a fish when the knife slipped causing a laceration. The ship's Medical Person in Charge (MPIC) was made aware of the injury and administered first aid. The laceration was minor.

Causal Factors: The primary cause of the incident was loss of control of the knife and not wearing a cutting glove.

Lessons Learned: As a result of this incident, all fishermen were told after the injury to use a cutting glove to prevent similar injuries.

Description: A crewmember aboard a NOAA ship was using a wire wheel. The wire wheel was worn and began spitting out wire needles; several embedded in the employee's forearm; the employee picked them out and went on with work. A lump was noticed under the skin the following day and the employee reported to the Medical Officer. The injury was observed over the next couple of days and it was verified that a piece of metal was embedded under the skin. Treatment required a small incision to remove and stitches to close.

Causal Factors: The primary cause of this incident was using a worn-out tool that posed a risk and not wearing adequate personal protective equipment (PPE).

Lessons Learned: Replace worn or damaged equipment. Wear proper PPE, even if it is something as simple as a long sleeve shirt. Always report injuries at the time of the incident.

Description: A crewmember aboard a NOAA fisheries research vessel at sea was helping to correct a crossed trawl door situation. The crewmember leaned over the stern bulwark to check the position of the warp which was still in the water and was struck across the face by the other trawl warp when it popped loose from the hull beneath the trawl ramp. The impact of the warp caused scrapped skin and a slight bruise under the crewmember's eye.

Causal Factors: The process of clearing crossed trawl doors on a fishing vessel has inherent hazards. The process of clearing one problem area likely resulted in creating the other hazard.

Lessons Learned: It is critical for everyone involved in a job to maintain situational awareness, and take the time needed to think through potential consequences and potential effects of any actions to be taken especially when working to correct non-routine situations.

OMAO Safety and Environmental Compliance Division regularly posts Accident Investigation and Lessons Learned on the following web site:

http://www.omaο.noaa.gov/accident_investigations_lessons_learned/index.html

Recent additions include:

- Environmental – Lessons Learned Environmental Impacts – Spills & Discharges
- Marine – Lessons Learned – Wire Rope Parting 04-30-2012
- MOC Bulletin 2012-04 – Maintenance-Immediate Action Required

BEST PRACTICES

During this year's fleet inspection aboard NOAA Ship *Oscar Dyson*, the Fleet Inspection Team Lead and the Commanding Officer (CO) implemented a revised method for conducting emergency drills and evaluating crew training. As is typical during fleet inspections, the drill was conducted in the following manner:

- FIT Lead initiated a casualty scenario (e.g., Fire/Collision/Flooding and/or combination of two)
- FIT members were positioned at control points to observe and evaluate crew response
- Drill was conducted with as much realism as possible and uninterrupted for evaluation

and training purposes

As part of the revision to the process, upon completion of the drill, the CO critiqued the drill, i.e., conducted a self-assessment with the emergency response team and available crew members (those not on watch). During the critique, the CO questioned each emergency-team lead regarding their role and responsibilities with respect to their assignment and the Ship Specific Instruction for the drill. The CO also provided an opportunity for crewmembers to provide recommendations and improvements regarding the drill and the shipboard response.

At the close of the inspection, the FIT debriefed the drill and the critique, and provided feedback based on their observations. The results were documented by the crew training officer for refresher training and lessons learned.

Compliments are due the CO and crew aboard *Oscar Dyson* for implementing this revised approach to emergency and casualty control drills by effectively incorporating shipboard self-assessment and training into the drill process.

The best ideas for improving safety come from the field. Do you have an idea to help prevent injuries? Please send it to the SECD Chief (omao.secd@noaa.gov) and we will plan to share it throughout OMAO.

NEWS AND NOTES

Annual Safety Awareness Training – The NOAA Safety and Environmental Compliance Office (SECO) reports that the 2012 Online Safety, Environmental and Sustainability Awareness Course is being updated and finalized and will be made available during the May-June timeframe. A notification will be sent out NOAA-wide when the course has been tested and ready for NOAA employees.

Aircraft Operations Center Training Requirements – A list of safety-related courses available via the Commerce Learning Center (CLC) for positions at the Aircraft Operations Center (AOC) is listed below. The AOC On-Line Courses can be found on the CLC page <https://doc.learn.com/> under the Job Specific Training Program Areas tab.

Bloodborne Pathogen; Compressed Gas Safety; Electrical Safety Awareness; Environmental Regulations Overview; Ergonomics Awareness; Fall Protection Awareness; Forklift Safety; Hand and Power Tool Safety; Hazard Communication (HAZWOPER); Hearing Conservation; Lead Awareness; Lockout/Tagout Awareness; Lockout/Tagout for Authorized Persons; NFPA 70E Electrical Safety in the Workplace; PPE/Respiratory Protection (HAZWOPER); PPE: Eye and Face Protection; PPE: Foot and Leg Protection; PPE: Hand Protection; Slips, Trips, and Falls

Marine Operations Center Shipboard Training – Fall protection training has been provided to the entire fleet in recent months. After initial resistance, the overwhelming opinion afterwards was this was much needed training that should have been taken long ago – and even those who had taken it previously said it was good to have a refresher.

Crewmembers aboard NOAA Ship *Thomas Jefferson* are recognized for successfully completing Crane and Rigging training. The Crane and Rigging course will be recommended and required for additional ships in the near future.

NOAA Ship *Ronald H. Brown* recently completed contractor-led safety training with great

reviews. The training included a mix of slide presentations, videos of various case studies, and in-depth discussions highlighting how attitude and not following established procedures can lead to accidents. An emphasis was placed on a “value based” approach to safety that was well received by all who participated in the training. Throughout the training there were several exercises in teamwork, risk analysis, and group communication. The crew was broken into groups and presented various scenarios requiring proper safety choices. The sessions incorporated Ship Specific Instructions (SSI) into the training, and the training was also used to roll out new SSIs. The training and the manner it was presented was very well received by the ship. NOAA Ship *Nancy Foster* is currently scheduled to receive similar training. Additional ships will be scheduled as time and resources permit.

Safety related training is also available as part of each ship’s DVD library. Below is a list of training available on DVD.

Bridge Resource Management; Drug and Alcohol Prevention Program; International Safety Management Code; Shipboard Accident Investigation; Shipboard Assessment Overview; Enclosed Space Entry; Engine Room Resource Management; Personal Survival Techniques; Vessel Lay-up Procedures; Just Another Day (Dealing with Complacency); Respiratory Protection; Personal Fall Protection; Slips, Trips, and Falls; Hazard Communication; Lockout/Tag out; Rigging Operations; Forklift Safety ; Powered Hand Tool Safety; Safe Hot Work Procedures; Safe Isolation of Machinery; Safe use of Rigging Equipment; Transporting HAZMAT by Air

National Safety Council – MOC is officially a member of the National Safety Council. All ships should be receiving a monthly Safety and Health magazine which has relevant topics. Members are also eligible to participate in training webinars and access to additional resources via http://www.nsc.org/members_get_more/Pages/Home.aspx. Please contact Doug Smith (douglas.w.smith@noaa.gov, 757-441-6465) if there are any questions or if additional information is needed about benefits available to NSC members.

Annual Small Boat Evaluation Course - The NOAA Small Boat Program (SPB) held the first of its Annual Small Boat Evaluation (ASBE) courses at the Pacific Island Fisheries Science Center on Ford Island, Hawaii from January 24-27, 2012. Thirteen students from NMFS and NOS line offices – ranging in experience from new operators to capable boat mechanics – participated in this pilot class. The course curriculum is designed to teach students about NOAA policy, procedures and inspection techniques while providing hands-on experience inspecting their own small boats and their systems.

All active Class A, I, and II boats are required to undergo an ASBE each year and report results through the chain of command to the Small Boat Program. This standard training for ASBE certification has resulted in increased knowledge and awareness of potential issues, better quality of ASBEs, and increased ability for Vessel Operations Coordinators (VOCs) to identify and correct vessel deficiencies before they become critical.

Upon successful completion of this 3.5 day course, students receive certification to provide ASBEs for any Class A, I, and II small boat, regardless of line office. With ASBE courses planned in the southeast and southwest regions later in 2012, and future courses as needed, SBP’s goal is to have all VOCs and their designated responsible persons ASBE certified within the next 2 years. The course requires a classroom and a minimum 3 of Class A, I, and II small boats out of the water. If you are interested in the class and/or have questions please email sbp.xo@noaa.gov.

Environmental Management System (EMS) – EMS Administrative Procedures were recently reviewed by the Fleet Operations Management System (FOMS) steering committee and approved for signature. Approval clears the way for implementation of the EMS which is being made applicable to OMAO facilities as well as shipboard operations. OMAO employees will be briefed regarding EMS concepts and procedures during upcoming all-hands meetings and events.

Environmental Spill Kits – MOC is in the process of purchasing spill kits for ships whose visiting scientists use chemicals in the ships' laboratories on a regular basis. The kits will be used to augment what the visiting scientific parties are required to bring with them. The kits will be tailored to clean up specific chemicals such as formaldehyde, solvents, acids, and caustics. Please contact Julie Wagner (Julie.n.wagner@noaa.gov, 541-867-8808) with questions or if more information is needed.

Safety Goggles – Last month we reported an increase in the number of incidents where debris irritated an employee's eyes even though safety goggles were being worn. It was reported that use of foam-lined goggles (like ski goggles) were a potential solution. We would like to clarify that while foam lined goggles offer protection against impact and good protection from particles and debris getting behind the goggles, they are not OSHA approved for working in contaminated atmospheres, e.g., toxic gaseous environments.

Also, as it relates to lessons learned, to ensure a proper fit we weighed the pros and cons of issuing goggles to individual users. Currently there are no policies or regulations that require assigning goggles to individuals, but there are no regulations that prevent us from doing so either. We concluded that individual assignment of goggles is likely best decided on a case by case basis depending on the job and the work environment.

Again, the following website from Grainger Safety Quick Tips contains good information on the types and uses of safety goggles: http://www.grainger.com/Grainger/static/safety-goggles-types-uses-cleaning-315.html?r=l&cm_mmc=LabSafety-Integration-AllPages-AllPages, and the following link provides clarifying guidance from OSHA regarding selection of face and eye protection: <http://www.osha.gov/SLTC/etools/eyeandface/ppe/impact.html>.

TERM OF THE MONTH

Incident Classification: Incident classification is a protocol used by many organizations to identify and group incidents based on their severity. Most organizations use letter designations to establish either a three-tiered, or a four-tiered, classification system. The classification designation determines the degree of incident investigation that is required. NOAA uses a three-tiered system.

- **Class A incidents** are those that result in a fatality, permanent disability, hospitalization of three or more individuals, or property damage in excess of one million dollars. Class A incidents, at a minimum, are required to be investigated at the NOAA level.
- **Class B incidents** are those that result in permanent partial disability, lost time greater than five consecutive days, or property damage in excess of \$20,000. Class B incidents are required to be investigated at the Line Office level.
- **Class C incidents** are all others not designated as Class A or Class B. Class C

incidents at a minimum, are required to be fully investigated by the first or second level supervisor.

COMMON INTERESTS

Below is a Safety Gram issued by the U.S. Army with important information about stress and ways it can be managed.

Stress Overload Can Affect Your Safety

“Everyone has it and it isn't all bad. But when we suffer from stress overload it can affect our health, and even our ability to work safely. A reasonable amount of stress can motivate us to work better and faster. But excessive stress can cause many problems such as health difficulties. It can also keep us from concentrating on working safely.

Here are some of the symptoms of too much stress:

- Sleeping difficulties.
- Feelings of anxiety and of being overwhelmed.
- Being short-tempered and uptight.
- Physical sensations such as tense muscles, headache or upset stomach.
- Abuse of substances such as food, cigarettes, alcohol or drugs.

These suggestions might give you some ideas of how to cope with stress:

- Maintain general good health. Eat nutritious meals regularly each day. Your diet should consist largely of healthy food such as whole grains, fresh fruits and vegetables. Foods which are high in fat, salt and sugar should be kept to a minimum. It is important to get adequate sleep and rest. Exercising daily or at least several times a week will also help you to stay strong enough to cope.
- Avoid drugs. When we are under stress, it is tempting to turn to this kind of relief. However, the abuse of drugs such as alcohol, caffeine, nicotine, prescription drugs, over-the-counter remedies and street drugs will eventually just add to your problems.
- Special relaxation techniques might prove helpful. You can obtain more information about these methods from books and tapes which are widely available, as well as community programs, self-help groups and some therapists. One of the most simple of these techniques is taking a number of deep, slow breaths and exhaling completely. Another involves deliberate progressive relaxation of different muscle groups.
- Find someone to talk to. Problems become more manageable when you discuss them with a friend, a member of your family, a clergy person or a counselor. Contact your employee assistance program officer for assistance.
- Give some thought to your priorities. You can't do everything and you can't be responsible for everything. Decide what is really important in your life and focus on that.
- Other problems can perhaps be ignored. Many of the things we worry about are beyond our control or never actually affect us.
- Learn to relax on your time off from work and other responsibilities, even if it is very short. Every day do something you enjoy.
- Learn to set realistic goals. If you are working toward specific goals, day-to-day difficulties are easier to handle.

- Learn to manage yourself to make the most of the time which you have each day. You might find it useful to get up a little earlier each day or leave for work a little earlier so that you don't feel rushed.

Excessive stress is a common problem in today's hectic world. Learn to manage stress to maintain your health – and your safety.”

SAFETY STAFF

OMAO	MOC	AOC
Mr. Kevin Ivey Chief, SECD Kevin.ivey@noaa.gov 301-713-7706	Doug Friske Chief, STEM Douglas.a.friske@noaa.gov 757-441-6709	CDR Mark Nelson AOC Safety Officer Mark.b.nelson@noaa.gov 813-828-3310 x3102
CDR Debora R. Barr Deputy, SECD Debora.r.barr@noaa.gov 301-713-7675	Doug Smith STEM Staff Douglas.w.smith@noaa.gov 757-441-6465	LCDR Nick Toth AOC Safety Staff Nicholas.j.toth@noaa.gov 813-828-3310 x3015
Bill Cunningham SECD Staff Bill.cunningham@noaa.gov 301-713-7666	Julie Wagner STEM Environmental Officer Julie.n.wagner@noaa.gov 541-867-8808	LT Chris Kerns AOC Safety Staff Christopher.kerns@noaa.gov 813-828-3310
Jim Kelley NOAA Aviation Safety Jim.kelley@noaa.gov 301-713-7612	Kevin Fleming STEM Fleet Training Coordinator Kevin.j.fleming@noaa.gov 757-441-6800	CDR John Harris, USPHS Aviation Medical Officer John.harris@noaa.gov 813-828-3310
Jack Burks Fleet Inspection Sylvester.j.burks@noaa.gov 757-441-6766	Ted Fulton STEM Staff Ted.fulton@noaa.gov 757-441-3484	Jon F. Dixon Aviation Life Support Equipment Jon.f.dixon@noaa.gov 813-828-3310 x3040
CDR Keith Golden Small Boat Program Keith.golden@noaa.gov 206-553-0258		
Dave Dinsmore NOAA Dive Program Dave.dinsmore@noaa.gov 206-526-6705		
Steve Urick NOAA Dive Safety Steve.urick@noaa.gov		

206-526-6223		
--------------	--	--

Safety . . . our mission depends on it