Naval Postgraduate School
Safety Committee Meeting Minutes

20 March 2014

Attendance:

CAPT Deidre McLay  Chief of Staff
Jeff Paduan  Dean of Research
Mike Berry  NSAM OSH Installation Program Manager
Debora Waxer  Research Safety Department Head
COL Nelson Emmons  GSIOS Military Associate Dean
CAPT James Hitt  GSBPP Military Associate Dean
Col. Christopher Smithtro  GSEAS Military Associate Dean
CAPT Jeff Hyink  ACOS for Aviation Activities
Ray Buettner  Professor of Information Sciences
David Rigmaiden  Lab Manager/ Weight Handling Safety Officer
Kathy Franklin  HMC&M Coordinator
Kerry Yarber  Supervisory Physicist/ Laser Safety Officer
CDR Rich Nalwasky  GSBPP MILFAC/ NPS Contracting Rep
SCPO Jeff Ocampo  NPS Senior Enlisted Lead
EMC Cassandura Bastero  Assistant Safety Officer
Candace Van Assche  Recorder

1. Meeting was called to order at 0900.

2. MEDICAL SURVEILLANCE PROGRAM UPDATE

   a. We are now up to 92% compliance for the Medical Surveillance Program. The recent increase in completed medical appointments can be attributed in part to efforts by Col. Smithtro. He helped to put pressure on individuals in MAE that had delinquent exams.

   b. We are now beginning to track Aviation physicals within the Medical Surveillance Program. This new reporting requirement comes from the Navy Safety Center as directed by the CNO. All individuals (students and staff) that are designated as an Aviator must complete physicals regardless of their current flight status. To date, we know of 123 out of 158 (78%) of NPS’s Aviators that have completed their physicals. There are ongoing issues with the completion numbers being reported. We are finding that some of the aviators actually have up-to-date physicals but the health clinics don’t always document them in MRRS which is where we get our information from. The list of NPS’s aviators in MRRS is also inaccurate as some individuals have reclassified to a new designator.

   c. If we include the Aviation physicals in our completion numbers, it brings our overall compliance down from 92% to 87%.

3. NAVY EXECUTIVE SAFETY BOARD (NESB) EXECUTIVE SUMMARY
a. The Navy Executive Safety Board (NESB) Executive Summary meeting was held on 6 November 2013. We have now received the Minutes of this meeting.

b. Mishap trends of FY13:

1) There has been a reduction of on Duty Class A aviation mishaps.

2) On Duty mishaps for the Dive and Submarine community are above the 5 year average. The US Fleet Forces Command is working with the Naval Safety Center to address this trend.

3) There has been an increase in off duty mishaps relating to pedestrian and water incidents.

c. The Washington Navy Yard Shooting on 16 Sept 2013 is being reported to OSHA as a workplace violence event and not a safety related incident.

d. There were four command NAVIG inspections and three area visits in FY13 across the entire Navy. Their target is to visit all Echelon II commands every 5 years. It has been discovered from inspections in previous years that 8 out of 18 Echelon II commands had no comprehensive safety program. The NAVIG division in charge of Installations, Environment, Occupational Safety and Health was previously supported by 28 personnel; this division has been reduced significantly to only 2 personnel.

e. There was confusion with the standup of Commander, Naval Installation Command (CNIC) of who has responsibility for safety and what Common Output Level 4 (COLS-4) entails for funding and support. As a result, Director of Naval Staff (DNS) directed that NAVIG provide a roll-up of safety issues with Echelon II commands resulting in non-compliance and actions required to rectify this.

f. The International Convention for the Safety of Life at Sea, Chap V (Safety of Navigation) requires voyage data recorders for vessels. The U.S. Navy is not obligated to comply, although TYCOM had indicated interest in systems for collection of important information. It is believed that mishap investigations for the USS Porter and USS San Francisco collisions could have benefitted from having data recorders. A committee is studying the feasibility of Mission Data Recorders (MDRs) on surface and subsurface combatant naval vessels.

g. A comprehensive manual (NAVSEA Manual 8010, Industrial Ship Safety Manual for Fire Prevention and Response) is in development to address all industrial related hazards.

h. There was an information brief about heavy metal hazards and the NAVAIR efforts to eliminate them at Fleet Readiness Centers (FRCs). In 2012 OSHA changed the method of testing for heavy metal...
exposure (Cadmium, Beryllium) from air to wipe sampling. Initial testing conducted by air sampling revealed no issues with heavy metal hazards although follow-on testing conducted using wipe sampling revealed that heavy metal hazards far exceeded allowable exposure limits.

i. In an effort to address issues with historical dust, NAVAIR has banned eating and drinking in production areas and facilities are now cleaned with HEPA vacuums instead of sweeping to reduce airborne particles. NAVAIR has also instituted awareness training for all affected personnel. NAVAIR has developed a collaborative relationship with OSHA and openly shares information.

j. There has been an increased focus over the years on decreasing the number hearing loss incidents across DOD. A decision paper has been sent to the VCNO requesting approval for graduated implementation of Measure of Effectiveness (MOEs). The Decision Memo included a request for the continuation with compliance and injury rates as required in DODI 6055.12. ESAMS continues to be an important tool for capturing data metrics for hearing conservation until the enterprise tool is ready for deployment.

1) Eric Thurston from NAVHOSP Lemoore checks the noise levels for all of NPS’s industrial areas for noise levels every two years as part of the Industrial Hygiene inspections. He will also check noise levels if there is a complaint or if there is a new process being implemented.

k. NAVIG reports on the Overseas Drinking Water Program dated Oct 2012 and July 2013 found issues stemming from oversight, management, and training. These deficiencies are being addressed and CNIC has developed a Water Sampling Plan which will take each installation 2-3 months to execute. Goal completion is Dec 2014.

l. COMNAVSAFECECEN was tasked by COMUSFF in March 2013 to develop a comprehensive Safety Campaign Plan (SCP) to address shortfalls and deficiencies that currently exist in the safety and risk management programs and practices of the Fleet. We use ESAMS on base but it isn’t a viable option afloat because it consumes too much bandwidth.

4. WEIGHT HANDLING PROGRAM UPDATE

a. Background: There was a Navy Crane Center Audit in May 2012. The audit identified repeat problems with use of uncertified rigging gear by PWD, a lack of accountability and ownership of weight handling responsibilities and it was discovered that no system was in place to track operator training.

b. NPSINST 5100.11C, Maintenance Management of Weight Handling Equipment, was created and signed on Sept 2013 to address the findings from the 2012 audit.
c. In response to the NAVIG recommendations from October 2012, NPS has assigned an individual to manage the Weight Handling Equipment (WHE) safety program and NPS is requiring the use of certified rigging equipment.

d. NAVFAC PW is currently tracking 60 cranes, 8 cranes are inactive and 20 will require certification before use. PW is tracking 409 pieces of rigging equipment (e.g. ropes and hooks); 14 of these items are not accounted for and 32 require inspection. Richard Andrews is the PWD POC for WHE.

e. There is an upcoming Navy Crane Center Audit in May 2014 and we are conducting a Weight Handling Pre-Audit. 20 of NPS’s WHE Operators have been identified and they have all been trained. All of the operators come from 5 departments within GSEAS.

f. There are a few areas of concern identified from the Weight Handling Pre-Audit:

1) There are 16 cranes that have a recertification date prior to the inspection.

2) There was an incident where an untrained faculty member who had been operating an engine hoist which was out of certification and was being used with incorrect rigging (climbing rope and harnesses). The individual was informed that his actions were incorrect and has been very receptive to guidance and training.

3) There was a separate incident where a student was storing their personal engine hoist in a lab and was operating it with climbing rope and gear. When this was discovered by a passing PI, the PI destroyed the climbing rope to prevent further use and then notified the Weight Handling Safety Officer (WHSO) of the incident. The incident may be reported as a near miss.

g. There seems to be a general lack of awareness amongst students and faculty about the Weight Handling Program. It was suggested that we create a flyer to post onto safety bulletin boards and create a one page brief sheet of the pre-audit and disseminate it down through the Departmental Safety Coordinators.

5. EXPLOSIVE SAFETY PROGRAM UPDATE

a. We are still addressing the findings from the Dec 2013 Explosives Safety Self-Assessment (ESSA). The corrective actions are taking longer than anticipated in part because the Regional Explosive Safety Officer, Ms. Laurie Morales, had to cancel her February visit to NPS to perform an ESSA follow up. There are tentative plans for her to come to Monterey in April.

b. We have made the following milestones recently towards re-establishing the Explosive Safety Program:
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1) The Explosives Qualification/Certification Board Chair Notebook has been updated.

2) Dr. Ray Buettner, Dr. Chris Brophy, and Mr. Bob Bluth have been designated as AA&E Screening Officers for NPS.

3) Mr. Bob Bluth has been designated as the AA&E Lock and Key Control Officer for the CIRPAS hangar.

c. The ESSA identified an NPS wide finding regarding the display of ordnances. It is not unusual for staff and faculty to display historical ordnances as desk ornaments. All of the ordnances must be inspected, certified, and labeled as inert. We are in the early stages of planning to bring Explosive Ordnance Disposal (EOD) personnel from Fallon to NPS to perform this inspection/certification and the dates are still TBD.

6. NAVOSH INSPECTION SCHEDULE

a. The NSAM OSH Office has had to designated one of their two Safety Specialists as the NSAM HAZMAT Control and Management Coordinator (HMC&M). This designation has created an increased workload demand and has forced a reduction in workplace inspection services at NPS. Inspections of laboratories and other higher risk spaces will be prioritized over administrative work areas.

b. NSAM OSH Office will be meeting with the NPS motorcycle safety rep to ask them to play a more active role in enrolling NPS Students into the motorcycle safety training.

7. SPANAGEL LAB CLEAN OUT

a. A Monterey City waste inspector was visiting NPS during the week of 17 March. This inspector looked into the large dumpster outside of Spanagel and noticed a number of aerosol cans, lacquer, electronics, and a mini fridge (which contains Freon) that were hazardous waste and were being disposed of incorrectly. Because of good standing relationships between the base and the city, this inspector notified the Installation Environmental Program Director (IEPD) and she arranged for the items to be removed from the dumpster and turned in as hazardous waste. If the items in the dumpster left the base, we could be facing hundreds of thousands of dollars in fines.

b. The aerosol cans were there because some NPS personnel from the Physics Dept were cleaning out an old machine shop space so that it may be reutilized and they trashed the items being stored in the space instead of notifying the proper offices. All personnel responsible for the aerosol cans and lacquer have been identified and are being reprimanded. The other items discovered do not belong to these individuals; however, the Environmental Director (IEPD) is
writing a Corrective Action report which assigns blame to these individuals for all of the items discovered. The dumpsters on base are managed by NAVFAC PW and the dumpsters are utilized by NAVFAC, NSAM, contractors, NPS and other tenant commands. Tracing a specific discarded item back to the original owner can be difficult and assumptions should not be made while writing reports until the facts are known.

c. An incident report was sent out to all Physics department faculty and staff, along with the department’s policy regarding lab moves with the appropriate contacts they should notify prior to moving. They will also be discussing this further for their monthly safety talk on 1 April instead of the originally planned ESAMS topic.

d. After the NPS Research Safety office was made aware of the incident the Research Safety Head requested that the Radiation Safety Officer survey the lab space. He discovered a few small items of very low level Radioactive Material (RAM), below exposure limits, such as a tiny needle from an old gauge. These items are now being held in RAM storage and pending disposal with other low-level RAM.

e. It is a concern that since departments will now have to pay $6 per pound to dispose of hazardous waste, some individuals may try to discard their waste into the dumpsters.

f. It was suggested that NAVFAC PW post signs on the dumpsters which state what items must not be discarded as normal trash.

8. OTHER ITEMS

a. LCDR Eric “Syphin” McMullen is replacing LCDR Mark Heller as the Aviation Safety Officer.

b. Kerry Yarber announced at the meeting that he is tendering his resignation as the NPS Laser Safety Officer pending acceptance by the Command, due to his primary Physics department duties.

9. Meeting was adjourned at 1007.