Naval Postgraduate School
June 2014 Safety Coordinator Meeting
29 Oct 2014

Attendance:
LCDR Angela Weyrick    OSHE Director
LCDR Chris Tappen    Deputy OSHE Director

Safety Coordinators in Attendance:
Andy Anderson    Richard Lind
EMC Cassaudra Bastero    LCDR Keith Littrell
Janet Borchardt    George Martinez
Paul Buczynski    CDR Jeff McCollum
Jorge Garcia    Stephanie Muntean
Bob Gentry    Dave Rigmaiden
Juan Gonzalez    Debora Waxer
OS2 John King    Kerry Yarber
Jimmy Liberato

Safety Representatives in Attendance:
Carly Capson    Wesley Vo
Sam Hornbeck    Debora Waxer
Ron James    Gloria White
Thomas Rago    Stefan Kohlgruber
Doug Seivwright

1. MEETING WAS CALLED TO ORDER AT 1300

2. MISHAP REPORTING CHANGES

   a. Class D threshold definition and reporting requirements:

      1) $20,000 or more, but less than $50,000

      2) A work-related/on-duty reportable injury or
         occupational illness not otherwise classified as class A, B, or
         C mishap.
3) Significant threshold shift in hearing, tuberculosis infection, needle-stick injury, or cut from contaminated sharp object

4) All units are to investigate, record, and report all class a, b, and c mishaps, and work-related class d mishaps.

b. New OSHA Reporting Requirements:

1) OSHA must be notified within 8 hours of a work related fatality

2) Any work related in-patient hospitalizations, amputations or losses of an eye must be reported to OSHA within 24 hours.

3) Pertains to a single employee

3. NPS HAZMAT INSTRUCTION

a. The NPS HAZMAT Plan NPSINST 5090.1A has received command endorsement and has been posted to NPS intranet: 
http://intranet.nps.edu/Code00/Instructions/IndexNew_page03.html

b. This new instruction defines Roles and Responsibilities of HM Reps, PI’s and supervisors and the OSHE Department

4. HAZMAT INVENTORY MANAGEMENT SYSTEM (HMIMS)

a. Individual responsibilities and expectations were discussed as they are written on the safety coordinator and representative designation letters. Some highlights include logging and tracking training.

5. SAFETY GRAM

a. Safety Grams were distributed over the following topics (attached to minutes):

1) Marines Recover a 1,000-pound jamming pod that fell off an EA-6B Prowler
2) Navy microbiologist working in a mobile Ebola testing lab meticulously dons protective equipment to avoid infection.

3) Navy re-tests tap water in Japan for lead and discovers fewer elevated levels than initial tests.

4) A CDC epidemiologist provides some safety tips for hot tub use.

e. Navy Mishaps:

1) 2 x E6’s involved in motor vehicle mishaps (motorcycle, automobile)

2) Civilian contractor passed out in the USS Benfold in San Diego

3) C20D Landed with partial gear up, classified as a class A mishap

4) USS Warrior lost minesweeping equipment while conducting operations near Korea

6. Meeting was adjourned at 1400
SAFETY IN THE NEWS:

Flight Mishap:
1. *Marine Corps Times*: 1,000-pound pod falls off Marine Corps Prowler mid-flight — Marines have recovered a tactical jamming system pod that accidentally fell from an EA-6B Prowler near Yuma earlier this month.

Ebola:
2. *Stars and Stripes*: Navy scientist serves as front line Ebola fighter in Liberia — A Navy microbiologist working in a mobile Ebola testing lab meticulously dons protective equipment to avoid infection.

Drinking Water:
3. *Stars and Stripes*: Navy retests who lower lead levels in some water taps — Naval bases in Japan are in the process of testing tap water lead levels, and will replace any plumbing fixtures that have greater than 0.25-percent lead, in accordance with a new U.S. law.

Recreational Safety:

DEPARTMENT OF THE NAVY MESSAGES:

Motorcycle Mishap:
5. *An E-6 was injured in a motorcycle accident in Charleston, South Carolina, on October 22nd.*

Motor Vehicle Mishap:
6. *An E-6 was in a motor vehicle accident in Mouzouras, Greece, on October 22nd.*

Personnel Injury:
7. *A civilian contractor passed out on the USS Benfold in San Diego, California, on October 23rd.*

Other Mishaps:
8. *A C-20D landed with partial landing gear at Joint Base Andrews, Maryland, on October 23rd; categorized as a Class A mishap.*
9. *The USS Warrior lost minesweeping equipment while conducting operations near Korea on October 23rd.*

Marine officials say they have recovered a 1,000-pound tactical jamming system pod that fell off an EA-6B Prowler aircraft while it flew a mission over a military air station in Arizona.

A Marine Prowler jet was flying over Marine Corps Air Station Yuma on Oct. 13, when a 15-foot-long, 3-foot-high ALQ-99 pod “departed” the aircraft, according to a report from the Naval Safety Center. It landed in an unpopulated area about 30 miles east of Yuma that was designated as restricted, said Mike Barton, a spokesman for 2nd Marine Aircraft Wing.

Nothing on the ground was damaged by the falling pod, he said. After it fell off, the Prowler halted its mission and returned to the air station, Barton said. The pods can be used to locate the source of enemy communications and jam radio or weapons systems.

The Prowler, attached to Marine Tactical Electronic Warfare Squadron 2, out of Cherry Point, North Carolina, was conducting defense tactics aboard MCAS Yuma, Barton said. Four personnel were on board at the time.

The incident was designated a Class A mishap, indicating military property damage of $2 million or more. The aircraft sustained damage when the pod fell off, he said, but the extent has yet to be determined.

The Aviation Mishap Board is investigating the incident, Barton said.

The Prowler incident is one of three Marine Corps Class A aviation mishaps this month alone. On Oct. 1, an MV-22B Osprey crew chief, Cpl. Jordan Spears, was lost at sea after bailing out when the aircraft suddenly lost power over the Persian Gulf. The pilot ultimately regained control of the aircraft and was able to land it safely.

On Oct. 14, a rotor brake fire damaged an AH-1W Super Cobra at Marine Corps Air Station New River, North Carolina, while it was in pre-flight checks.

By comparison, there were only six total Class A aviation mishaps for the Marine Corps in the previous 12 months.

A little over a year ago Jose Garcia, a microbiologist with nearly 10 years of hard science training, walked into a Navy recruiting station in San Diego on a whim.

He was in California on a post-doctoral research fellowship when he decided to investigate career options with the Navy.

"I happened by chance to go by a recruiting office and asked 'What are the opportunities you have right now for scientists?,'" said Garcia. At first, the recruiters didn't have an answer, but then a few days later they called with an offer for a microbiology billet.

"It's been great. I never would have pictured myself in Monrovia five years back, but here I am," said Garcia, now a lieutenant who was commissioned into the Navy in July 2013.

Since arriving in Monrovia, Liberia, in early October, Garcia and other members of a small team of Navy researchers have been on the front line in the fight against the Ebola virus, which has killed more than 4,500 people across western Africa this year.

Garcia, who serves with the Naval Medical Research Center out of Silver Spring, Md., works in one of the Navy's two mobile testing labs in Liberia, testing blood samples for any sign of Ebola. He is among a small cadre of U.S. military personnel in direct contact with the virus. Currently, six Navy technicians are working in the two mobile labs virtually nonstop. In the coming weeks, four more members will arrive to augment the unit.

"We're at it seven days a week, 12 hours a day," said Garcia, 29.

So far, the Navy team in Liberia has processed more than 500 samples since the labs stood up at the start of October. Garcia estimates 40 percent of the samples test positive for Ebola. However, since many of the specimens are repeat samples, it is difficult to say exactly how many individuals have tested positive, Garcia said.

Federal health officials on Monday issued new guidelines to promote full-body protection for health workers treating Ebola patients, The Associated Press reported. The guidelines call for full-body clothing and hoods that protect the neck and set strict rules for removing equipment, among other rules.

While the Navy personnel are not treating Ebola patients, they also have strict procedures they must follow to avoid contracting the virus. The scientists wear special suits, three layers of gloves and an air-purification respirator. Once the protective gear is donned, Garcia goes to work on the blood samples, taking a series of steps to render samples safer for further analysis.
"We’re able to basically sequester the genomic material out of the blood samples," said Garcia.

From there, the researchers can pinpoint if Ebola is present.

For the sailors, the biggest risk of infection occurs when they take the suit off after testing is completed.

To get undressed, a two-man team goes into a decontamination room, where they spray each other down with a special bleach solution. The suits are then incinerated.

"The chances of me contracting the virus are minimal as long as our safety protocols are strictly adhered to," Garcia said. "This is where trust in your team comes into play. Up to now we've had zero incidents of anyone getting sick and we plan to keep it that way."

In recent weeks, a handful of Ebola cases in Texas have sparked a wave of anxiety across the United States. In response, President Barack Obama recently named an Ebola czar to coordinate U.S. containment efforts.

However, at ground zero in Monrovia, Garcia says he goes about his daily business unafraid. The sailor-scientist, who works in a house next door to World Health Organization doctors from Uganda, said the multinational effort to counter the virus has resulted in a sense of community.

"We’ve made good contact with the locals. We carry on conversations, and even the other day they brought us fruit... They know you are there to help," Garcia said. "It’s not the zombie apocalypse."

Still, the signs of a health crisis are all around the city.

"Everywhere you turn in Monrovia there are hand-washing stations that contain bleach," Garcia said.

In Monrovia, no one shakes hands.

"You touch elbows, and that is how you great each other," Garcia said. "You tap your elbows and that is how you say 'hi.'"

In the meantime, Garcia said his focus is on staying sharp inside the lab, where any lapse in focus increases the risk.

"You have to be on your game at all times because, of course, you are working with a very deadly pathogen," he said.

YOKOSUKA NAVAL BASE, Japan — Retests of water taps at Navy bases in Japan showed fewer elevated levels of lead than the initial tests that forced faucet shutdowns at schools and day care centers in August, officials said Wednesday.

Out of more than 300 water samples that tested initially higher than the Environmental Protection Agency’s standard for immediate lead remediation this past summer, 63 tested higher than the EPA standard the second time around. Of those 63, only two remained elevated after running the tap for 30 seconds to clear the faucets of built-up deposits.

The retests included buildings at Yokosuka, Sasebo, Atsugi and satellite housing areas.

Further testing remains at the new Ikego Elementary School near Yokosuka, where 22 faucets, six water fountains and one water cooler exceeded EPA lead standards during the initial tests. Base officials are also waiting on lab results for some faucets at Sasebo.

In the majority of cases, the elevated lead levels were caused by faucets and water fountains not being used during the summer, said Bill Kavanagh, an environmental engineer with the Naval Facilities Engineering Command.

"Lead is just one of many things that comes off the piping ... although lead is of major concern," Kavanagh said.

Exposure to elevated lead levels has been linked to stunted growth and lower intelligence in children, according to the EPA. In adults, it has also been linked to brain and kidney damage, among other maladies.

Prior to the beginning of the school year, the Navy in Japan tested nearly 4,000 water sources for lead contamination. Water fixtures that tested above 20 parts of lead per billion were shut down before school started.

The Navy plans to replace the water fixtures that tested higher than that standard during initial testing, in order to be as safe as possible, Commander Naval Region Japan spokesman Cmdr. Ron Flanders said.

A federal law on lead reduction, which went into effect Jan. 4, lowers the maximum content of plumbing products with wet surfaces from 8 percent to a weighted average of 0.25 percent.

All of the new fixtures installed will adhere to the updated standard, Navy officials said Wednesday.

Many sports-medicine experts encourage athletes to soak in a hot tub after working out to soothe aching muscles. Other people simply enjoy the relaxation of the warm water and water jets. But beneath the surface can lurk some unsavory microorganisms. One expert, Jonathan Yoder, an epidemiologist at the Centers for Disease Control and Prevention, and team lead for the agency’s waterborne-disease-prevention branch, describes the telltale signs when not to climb into a hot tub.

*Heat Seekers*

Hot-tub temperatures are typically 104 degrees or less—not high enough to kill the many bacteria that thrive in warm water, says Mr. Yoder. These can include the common *Pseudomonas*, which can cause an itchy and painful rash known as Hot Tub Rash. More dangerous is *Legionella*, which gets aerosolized in the hot, humid environment and can cause Legionnaires’ disease, an extreme form of pneumonia, or Pontiac fever, which is like a bad case of the flu, he says.

“Most of these organisms will be inactivated if you maintain the proper level of disinfection,” says Mr. Yoder. And despite rumors one might hear, “to my knowledge, there has never been a reported case of herpes confirmed to be contracted through hot tub use,” he says.

*Know the Numbers*

Public hot tubs are supposed to be monitored regularly by maintenance professionals for proper recirculation, filter cleanliness and scrubbed surfaces. “Hopefully at your gym, they are checking the water at least twice per day, and maybe even hourly when there are a lot of people using it,” says Mr. Yoder.

Tub information is often posted in plain view at gyms. “If they use chlorine, you should look for a value of between 2 and 4 parts per million, and if they are using bromine, which is a similar disinfectant but lasts longer in hot temperatures, you’d look for a value between 4 and 6 parts per million,” he says. Higher numbers can indicate too many residual chemicals, which can irritate the skin and throat. Private hot tubs often don’t get the maintenance they require, and he advises homeowners to follow the manufacturer’s guidelines or hire a maintenance company.

*Seeing Signs*

When the jets are off, hot-tub water should be clear, not murky. “If you can’t see the bottom, that is not a good sign,” says Mr. Yoder. Slimy edges indicate not enough disinfectant, while a strong odor might suggest the chemical is reacting with other substances. “Don’t rely on a strong chemical smell to indicate that a hot tub is well-maintained,” he says.
Disinfectants in many public hot tubs aren't kept at a steady level, Mr. Yoder says. When chlorine gets too low, a lot of the chemical is often dumped in. Those sharp swings cause bacteria to band together into what is called biofilm, which shields them from the chemical. “The longer that the levels are not properly maintained, the stronger the biofilm becomes,” he says. Manually scrubbing the sides, edges and tiles of the tub is the best way to remove the biofilm, which can harbor any manner of waterborne pathogen.

Otherwise, if the water is clear and the tub has been properly maintained, the risk of contracting an illness from a hot tub is low, says Mr. Yoder.

Proper Usage
Some people should be extra careful about using hot tubs. Pregnant women should first speak to their doctors, since excess heat can damage the developing fetus, says Mr. Yoder. The CDC recommends children under 5 years old not partake in hot-tub lounging. “Their bodies are so much smaller, they heat up faster and they don’t have the same cues that adults have when they are overheating,” he says. And think twice after having a few drinks. “The increasing temperature plus alcohol have a cumulative effect,” says Mr. Yoder. “It’s important not to impair your judgment to the point that you put yourself in danger.”

Department of the Navy Messages

5. An E-6 was injured in a motorcycle accident in Charleston, South Carolina, on October 22nd.

RTTUZYUW RHOIAA0001 2962120-UUUU-RHSSUUU.
ZNR UUUUU
R 232120Z OCT 14
FM NAVNUPWRTRAU CHARLESTON SC
TO CNO WASHINGTON DC
COMNAVSEASYSCOM WASHINGTON DC
COMUSFLTFORCOM NORFOLK VA
COMNAVREG SE JACKSONVILLE FL
CHINFO WASHINGTON DC
INFO CHINFO WASHINGTON DC
CNIC WASHINGTON DC
NAVCRIMINVSERVRA CHARLESTON SC
NAVSUPPACT CHARLESTON SC
NAVNUPWRTRAU CHARLESTON SC
BT
UNCLAS
PASS TO OFFICE CODES:
TO CNO WASHINGTON DC//N1//
CHINFO WASHINGTON DC//00//
INFO CHINFO WASHINGTON DC//00//
SUBJ/MSGID/OPREP-3NUS,USMTF,2008/NAVNUPWRTRAU CHARLESTON SC/021//
SECINFO/U-//
MSGID/OPREP-3NUS,USMTF,2008/NAVNUPWRTRAU CHARLESTON SC/021//
FLAGWORD/NAVY UNIT SITREP//-//
TIMELOC/231211LOCT2014//-//
GENTEXT/INCIDENT IDENTIFICATION AND DETAILS/
1. INCIDENT: MOTORCYCLE INCIDENT
2. DATE OF INCIDENT: 22OCT2014
3. TIME OF INCIDENT: 2300L
4. LOCATION OF INCIDENT: NORTH CHARLESTON, SC
5. SUSPECT OR ALLEGED OFFENDER: E-6
6. GENDER: MALE
7. AGE: 30
8. RACE: NATIVE AMERICAN
9. WEAPON: N/A
10. FIREARM SPECS: N/A
11. ALCOHOL/DRUG: N/A
12. VICTIM OR COMPLAINANT: N/A
13. GENDER: N/A
14. AGE: N/A
15. RACE: N/A
16. NAVCRIMINVSERV NOTIFIED: N/A
17. INSTALLATION FAMILY ADVOCACY REP NOTIFIED: N/A
18. SUMMARY/BRIEF DESCRIPTION OF INCIDENT: A CAR CUT SVM OFF. SVM LOST CONTROL OF HIS BIKE AND COLLIDED WITH THE VEHICLE. SVM WAS TAKEN BY AMBULANCE TO THE MEDICAL UNIVERSITY OF SOUTH CAROLINA AND TREATED FOR BROKEN RIBS, BROKEN LEFT SHOULDER BLADE AND ABRASIONS. MEMBER WAS RELEASED FROM MUSC ON 23 OCT 2014.
19. TYPE/MODEL: 2000 YAMAHA V-STAR.
20. USE OF PPE: HEAD PROTECTION: YES, FOOT PROTECTION: YES,
PROTECTIVE CLOTHING: BOOTS, GLOVES, AND HELMET: YES, JACKET: YES.
21. VALID MOTORCYCLE LICENSE OR PERMIT: LICENSE: YES.
23. MEDIA INTEREST: NOT ANTICIPATED.
24. POC: LT HOGAN, ADMIN OFFICER, 843-794-5343.//
BT
#0001
NNNN
6. An E-6 was in a motor vehicle accident in Mouzouras, Greece, on October 22\textsuperscript{nd}.

RTTUZUYW RHOIAA0001 2961311--UUU--RHSUSSU.
ZNR UUUU
R 231305Z OCT 14
FM NAVSUPPACT SOUDA BAY GR
TO CNO WASHINGTON DC
COMUSNAVEUR COMUSNAVF NAPLES IT
COMNAVREG EURAFSWA NAPLES IT
INFO COMSIXTHFLT
CNIC WASHINGTON DC
CHINFO WASHINGTON DC
NAVY JAG WASHINGTON DC
NAVCRIMINVSERVFO WASHINGTON DC
AMEMBASSY ATHENS
USDAO ATHENS GR
ODC ATHENS GR
RLSO EURSWA NAPLES IT
NAVSUPPACT SOUDA BAY GR
BT
UNCLAS
SUBJ/OPREP-3, USMTF, 2014/NAVSUPPACT SOUDA BAY GR/OCT//
REF/A/DESC: INITIAL VOICE REPORT TO ROC/222230LOCT14//
FLAGWORD/NAVY UNIT SITREP/014-14//
TIMELOC/2155L/MOZOURAS, GREECE//
GENTEXT/INCIDENT IDENTIFICATION AND DETAILS/
1. INCIDENT: VEHICLE ACCIDENT
2. DATE OF INCIDENT: 22OCT2014
3. TIME OF INCIDENT: 2155L
4. LOCATION OF INCIDENT: MOZOURAS, GREECE
5. VICTIM: E-6
6. GENDER: MALE
7. AGE: 35
8. RACE: AFRICAN AMERICAN
9. WEAPON: N/A
10. ALCOHOL/DRUGS: N/A
11. BAC LEVEL: N/A
12. DEFERRED TO CIVILIAN COURT: UNKNOWN
13. CIVILIAN CONVICTION: N/A
7. A civilian contractor passed out on the USS Benfold in San Diego, California, on October 23rd.

RTTUZUYU RUOISSA5394 2970259-UUUU--RUOIAAA.
ZN R UUUU
R 240021Z OCT 14
FM USS BENFOLD
TO ZEN/COMDESCRON ONE
INFO RUOIAAA/CNO WASHINGTON DC
RUOIAAA/CHINFO WASHINGTON DC
RUOIAAA/COMNAVSAFECEN NORFOLK VA
RUOIAAA/CNIC WASHINGTON DC
RUOIAAA/NAVY JAG WASHINGTON DC
RUOIAAA/DITNAVCRIMINVSERV QUANTICO VA
RUOIAAA/COMUSFLT FORCOM NORFOLK VA
ZEN/COMPACFLT PEARL HARBOR HI
ZEN/COMTHIRDFLT
ZEN/COMNAVSURFOR SAN DIEGO CA
RUOIAA/COMNAVSURFPAC SAN DIEGO CA
RUOIAAA/SOUTHWEST RMC SAN DIEGO CA
ZEN/COMCARSTRKGRU ONE
ZEN/COMNAVREG SW SAN DIEGO CA
ZEN/NAVBASE SAN DIEGO CA
ZEN/NAVCRIMINVSERVFO SW SAN DIEGO CA
RUOIAAA/COMNAVPEERSCOM MILLINGTON TN
ZEN/US NAVFLEET
BT
UNCLASS
MSGID/OPREP-3,USMTF,2014/BENFOLD/019/
REF/A/DOC/CNO/04OCT11/
REF/B/MSG/COMPACFLT/281711Z/AUG13//
REF/C/TEL/CDS-1/23OCT14//
FLAGWORD/NAVY UNIT SITREP//-/
NARR/REF A IS OPNAVINST 3100.6J SPECIAL INCIDENT REPORTING
PROCEDURES WITH CH-2 TRANSMITTAL. REF B IS COMPACFLT PERSONNEL
INCIDENT REPORTING REQUIREMENTS. REF C IS PHONECON TO
COMDESRON ONE SDO.//
TIMELOC/240021ZOCT2014/SAN DIEGO, CA/INIT//
GENTEX/INCIDENT IDENTIFICATION AND DETAILS/
1. INCIDENT: PERSONAL
2. DATE OF INCIDENT: 23OCT14
3. TIME OF INCIDENT: 1706L
4. LOCATION OF INCIDENT: SAN DIEGO, CA
5. SUSPECT OR ALLEGED OFFENDER: N/A
6. GENDER: N/A
7. AGE: N/A
8. RACE: N/A
9. WEAPON: N/A
10. ALCOHOL/DRUG: N/A
11. VICTIM: CIV
12. GENDER: MALE
13. AGE: 40
14. RACE: AFRICAN AMERICAN
15. NAVCRIMINVSERV INVOLVEMENT: NONE
16. INSTALLATION FAMILY ADVOCACY REP NOTIFIED: NO
17. SUMMARY/BRIEF DESCRIPTION: CONTRACTED SECURITY GUARD
FOR MER 2, MAIN REDUCTION GEAR WAS STANDING GUARD DURING HIS
SHIFT FROM 1600L-0000L. GUARD HAD BEEN DOWN IN SPACE JUST
OVER AN HOUR, WHEN COWORKER NOTICED THAT HE WAS SWEATING
PROFUSELY AND ADVISED HIM TO COOL OFF NEAR THE VENT. GUARD
SHORTLY THEREAFTER PASSED OUT AND FELL ON HIS SIDE AND
SCRAPED HIS ARM AND HEAD ON THE DECK GRATES. FIRST RESPONDER
WAS SHIPS DUTY CORPSMAN. GUARD TAKEN FROM MER 2 TO MEDICAL UNDER
ESCORT. BASE FIRE DEPARTMENT EVALUATED THE GUARD AND HE WAS TAKEN
BY AMBULANCE TO NAVAL MEDICAL CENTER SAN DIEGO FOR FURTHER
ASSESSMENT. SHIPS FORCE CONDUCTED HEAT STRESS SURVEY TO RULE OUT
HEAT RELATED CASUALTY. TEMPERATURE WAS 87.5 DEGREES FAHRENHEIT WITH
A STAY TIME ALLOWED GREATER THAN 8 HOURS.
18. MEDIA INTEREST: NOT ANTICIPATED
19. POC: LT. NEPOMUCENO, WEAPONS OFFICER, EMAIL:
NEPOMUCENOJ(AT)DDG65.NAVY.MIL, COMM: (619) 556-3866.//
BT
#5394
NNNN
8. A C-20D landed with partial landing gear at Joint Base Andrews, Maryland, on October 23rd; categorized as a Class A mishap.

OTTUZYYW RHOIAAA0001 2961908-UUUU--RHSSSUU.
ZN R UUUU
O 231853Z OCT 14
FM FLELOGSUPPRON ONE
TO CNO WASHINGTON DC
CMC WASHINGTON DC
COMUSFLTFORCOM NORFOLK VA
COMNAVAIRFORES SAN DIEGO CA
COMNAVRESFORCOM NORFOLK VA
COMNAVRESFOR NORFOLK VA
COMFLELOGSUPPWING FORT WORTH TX
INFO DIRNAVCRIMINVSERV QUANTICO VA
CHINFO WASHINGTON DC
FLELOGSUPPRON ONE
BT
UNCLAS
SUBJ/VR-1 OREP-3 NAVY BLUE, CLASS-A FLIGHT MISHAP
MSGID/OREP-3NB, USMTF, 2014/FLELOGSUPPRON ONE/001//
REF/A/DESC: INITIAL VOICE REPORT TO ISIC/COMFLELOGSUPPWING FORT WORTH TX/231755ZOCT2014//
FLAGWORD/NAVY BLUE/-//
TIMELOC/231738ZOCT2014/JOINT BASE ANDREWS, MD/INIT//
GENTEXT/INCIDENT IDENTIFICATION AND DETAILS/
1. INCIDENT: CLASS-A FLIGHT MISHAP
2. DATE OF INCIDENT: 23OCT2014
3. TIME OF INCIDENT: 1338L
4. LOCATION OF INCIDENT: JOINT BASE ANDREWS, MD
5. INCIDENT: C-20D AIRCRAFT LOST COMBINED HYDRAULIC FLUID, EMERGENCY EXTENSION OF LANDING GEAR WAS REQUIRED. THE RIGHT MAIN LANDING GEAR FAILED TO EXTEND, RESULTING IN A PARTIAL GEAR LANDING ON RUNWAY 01L AT JOINT BASE ANDREWS, MD. SEVEN CREWMEMBERS ON BOARD, ALL SEVEN CREWMEMBERS SUCCESSFULLY EVACUATED AIRCRAFT ON RUNWAY 01L, ZERO INJURIES.
TMS: C-20D
CONTROLLING CUSTODIAN: VR-1 (N42884), JOINT BASE ANDREWS, MD
6. POINT OF CONTACT: LCDR BENJAMIN BOWNAS, BENJAMIN.BOWNAS(AT)NAVY.MIL,
BT
#0001
NNNN
9. The USS Warrior lost minesweeping equipment while conducting operations near Korea on October 23rd.

RTTUZYUW RUOIBBB3421 2961807-UUUU--RUOIAAA.
ZNR UUUUU
R 230100Z OCT 14
FM USS WARRIOR
TO ZEN/CTF 76
RUOIAAA/CNO WASHINGTON DC
ZEN/COMCFLTLT PEARL HARBOR HI
RUOIAAA/CHINFO WASHINGTON DC
RUOIAAA/CNIC WASHINGTON DC
RUOIAAA/COMNAVPERSCOM MILLINGTON TN
INFO RUOIAAA/COMNAVSURFPAC SAN DIEGO CA
RUOIAAA/COMUSFLTFORCOM NORFOLK VA
RUOIAAA/COMSEVENTHFLT
ZEN/COMNAVFORKOREA SEOUL KOR
ZEN/COMEXSTRIKGRU SEVEN
ZEN/COMCMRON SEVEN
ZEN/NSWC PANAMA CITY FL
ZEN/US NAVY WARRIOR
BT
UNCLASS
PASS TO OFFICE CODES:
TO RUOIAAA/COMNAVPERSCOM MILLINGTON TN//N135F/N135C//
SUBJ/MSGID/OPREP-3 NAVY UNIT SITREP/US NAVY WARRIOR/003//
FLAGWORD/NAVY UNIT SITREP//
REF/A/DOC/OPNAVINST 3100.63/
REF/B/TEL/WARRIOR/23OCT14//
NARR/REF A IS SPECIAL INCIDENT REPORTING PROCEDURES.
REF B IS INITIAL VOICE REPORT.//
TIMELOC/230059Z OCT 2014/IVO 3445.664N2 12845.994E2/INIT//
GENTEXT/OPERATIONAL LOSS OF MINESWEEPING EQUIPMENT//
1. TYPE OF INCIDENT: LOSS OF MINESWEEPING EQUIPMENT WHILE CONDUCTING OPERATIONS.
2. DATE OF INCIDENT: 23OCT14
3. TIME OF INCIDENT: 1059L (INDIA TIME ZONE)
4. LOCATION OF INCIDENT-UW IVO CHINHAE, ROK. POSITION 3445.664N2/12845.994E2/
5. SUSPECT OR ALLEGED OFFENDER: N/A
6. SUSPECT OR ALLEGED OFFENDER'S COMMAND AND UIC: N/A
7. SUSPECT OR ALLEGED OFFENDER'S GENDER: N/A
8. SUSPECT OR ALLEGED OFFENDER'S AGE: N/A
9. SUSPECT OR ALLEGED OFFENDER'S RACE: N/A
10. WEAPON USED BY SUSPECT OR ALLEGED OFFENDER: N/A
11. FIREARM SPECIFICATIONS: N/A
12. SUSPECT OR ALLEGED OFFENDER'S ALCOHOL/DRUG/BAC: N/A
13. VICTIM OR COMPLAINANT INFORMATION: N/A
14. VICTIM OR COMPLAINANT COMMAND AND UIC: N/A
15. VICTIM OR COMPLAINANT'S GENDER: N/A
16. VICTIM OR COMPLAINANT'S AGE: N/A
17. VICTIM OR COMPLAINANT'S RACE: N/A
18. VICTIM OR COMPLAINANT'S ALCOHOL/DRUG/BAC: N/A
19. NAVCRIMINSVERV NOTIFIED: N/A
20. INSTALLATION FAMILY ADVOCACY REP NOTIFIED: N/A
21. SUMMARY/BRIEF: WHILE UNDERWAY IVO CHINHAE ROK, ISO EXERCISE CLEAR HORIZON 2014, WAR WAS PROCEEDING AT 4 KNOTS WHILE STREAMING A COMBINATION SWEEP WHEN PORT HYDRAULIC POWER UNIT (HPU) FAILED AND WAS EMERGENCY STOPPED IAW EOSS. THE MINESWEEPING EQUIPMENT IN THE WATER WAS NOT FULLY EXTENDED AND COULD NOT BE RETRIEVED. WHILE TROUBLESHOOTING HPU AND ATTEMPTING TO RECOVER ALREADY DEPLOYED SWEEP EQUIPMENT, THE TOW PENDANT PARTED INADVERTENTLY JETTISONING 1 OTTER BRIDLE ASSEMBLY, 1 KITE, AND 1 MK-9 NON EXPLOSIVE CUTTER ASSEMBLY. NO INJURIES TO ANY PERSONNEL. S/F SEARCHED BOTTOM AREA USING ORGANIC SONAR BUT UNABLE TO LOCATE LOST GEAR. APPROXIMATE LOCATION OF LOST GEAR ANNOTATED. ROK NAVY NOTIFIED AND NO FURTHER ROKN INTEREST ANTICIPATED. DEPTH AT LOCATION 216 FEET. LOST EQUIPMENT VALUE EXCEEDS C7F
22. OPORD 201 THRESHOLD FOR NUS: VALUE OF LOST EQUIPMENT $30,800.
23. TYPE/MODEL MOTORCYCLE: N/A
24. PERSONAL PROTECTIVE EQUIPMENT: N/A
25. VALID LICENSE OR PERMIT: N/A
26. SAFETY COURSES: N/A
27. MISHAP STATUS: N/A
28. MEDIA INTEREST: NOT ANTICIPATED
29. NAVCRIMINSVERV INVOLVEMENT: N/A
30. NAVCRIMINSVERV/OTHER CASE NUMBER: N/A
31. STAFF JUDGE ADVOCATE CONTACTED: N/A
32. POC: LT DJ HENSHAW/OPS/DSN 315-252-1292/EMAIL: DONALD.HENSHAW(AT)MC10.NAVY,(SMIL).MIL
33. INCIDENT/FINAL REPORT THIS INCIDENT.//

BT
#3421
NNNN
About the Safety News Brief

The *Safety News Brief* is a daily publication compiled and distributed by the Office of the Deputy Assistant Secretary of the Navy (Safety). Material from the *Safety News Brief* comes from open source news media and the Navy Interface for Command E-mail. The *Safety News Brief* is not publicly releasable and may not be distributed outside of the Department of Defense. Questions regarding the distribution of the *Safety News Brief* may be directed to DASNSafety@navy.mil.

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SUBJ/CLASS D MISHAP THRESHOLD AND REPORTING REQUIREMENTS/
REF/A/DESC:DOC/DOD/06JUN2011/
REF/B/DESC:DOC/OSHA/30JUN2003/
REF/C/DESC:DOC/CNO/07JAN2005/
REF/D/DESC:DOC/CNO/13MAY2014/
NARR/REF A IS DEPARTMENT OF DEFENSE DIRECTIVE 6055.07, MISHAP
NOTIFICATION, INVESTIGATION, REPORTING, AND RECORD KEEPING. REF
B IS OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) TITLE
29, CODE OF FEDERAL REGULATIONS, PART 1904, RECORDING AND
REPORTING OCCUPATIONAL INJURIES AND ILLNESS. REF C IS OPNAVINST
5102.1D/MCO P5102.1B CH-2, THE NAVY AND MARINE CORPS MISHAP AND
SAFETY INVESTIGATION, REPORTING, AND RECORD KEEPING MANUAL. REF
D IS OPNAVINST 3750.6S, THE NAVAL AVIATION SAFETY MANAGEMENT
SYSTEM MANUAL./
GENTEXT/REMARKS/1. THIS ALSAFE REITERATES AND CLARIFIES THE
CLASS D MISHAP THRESHOLD DEFINITION, HAZARD DEFINITION, NEAR
MISS DEFINITION, HAZARD REPORT DEFINITION, AND REPORTING
REQUIREMENTS IDENTIFIED IN REFERENCES A THROUGH D.
2. A "CLASS D MISHAP" IS A WORK-RELATED INCIDENT IN WHICH THE
RESULTING TOTAL COST OF DAMAGE TO DEPARTMENT OF DEFENSE (DOD) OR
NON-DOD PROPERTY (E.G., IF THE DAMAGE WAS CAUSED BY A DOD
EVOLUTION, OPERATION, VEHICLE, OR DOD CONTRACTOR'S OPERATION TO
OTHER DOD OR NON-DOD PROPERTY) IS $20,000 OR MORE, BUT LESS THAN
$50,000; OR, A WORK-RELATED/ON-DUTY REPORTABLE INJURY OR
OCCUPATIONAL ILLNESS NOT OTHERWISE CLASSIFIED AS CLASS A, B, OR
C MISHAP (E.G., INJURIES REQUIRING MEDICAL TREATMENT BEYOND
FIRST AID, LOSS OF CONSCIOUSNESS, LIGHT DUTY, LIMITED DUTY,
RESTRICTED WORK, OR JOB TRANSFER).
3. A "HAZARD" IS A CONDITION WITH THE POTENTIAL TO CAUSE
INJURY, ILLNESS, OR DEATH OF PERSONNEL; DAMAGE TO OR LOSS OF
EQUIPMENT OR PROPERTY; OR MISSION DEGRADATION.
4. A "NEAR MISS" (ALSO "NEAR-MISHAP") IS AN UNDESIRED EVENT
THAT, UNDER SLIGHTLY DIFFERENT CIRCUMSTANCES, COULD HAVE
RESULTED IN PERSONAL HARM, PROPERTY DAMAGE, AND/OR UNDESIRED
LOSS OF RESOURCES.
5. A "HAZARD REPORT" IS A MESSAGE OR WEB-ENABLED SAFETY SYSTEM
(WESS) REPORT NOTIFYING COMNAVSAFECEN AND/OR COMMANDANT OF THE
MARINE CORPS (SAFETY DIVISION) OF A HAZARDOUS CONDITION OR NEAR-MISHAP THAT OCCURRED AT THE REPORTING COMMAND.

6. PER ENCLOSURE 4, PARAGRAPH 3, SUBPARAGRAPH (8) OF REFERENCE A, ALL UNITS ARE TO INVESTIGATE, RECORD, AND REPORT ALL CLASS A, B, AND C MISHAPS, AND WORK-RELATED CLASS D MISHAPS.

   A. INVESTIGATE. WORK-RELATED CLASS D MISHAPS SHALL BE INVESTIGATED BY THE COMMAND'S MISHAP INVESTIGATOR, OR AS ASSIGNED BY THE COMMANDING OFFICER. A SAFETY INVESTIGATION BOARD IS NOT REQUIRED, UNLESS MANDATED BY HIGHER AUTHORITY.

   B. RECORD. IAW REFERENCE B, WORK-RELATED (OSHA) INCIDENTS SUCH AS A SIGNIFICANT THRESHOLD SHIFT IN HEARING, TUBERCULOSIS INFECTION, NEEDLESTICK INJURY, OR A CUT FROM A SHARP OBJECT IN WHICH EITHER IS CONTAMINATED WITH ANOTHER PERSON'S BLOOD OR OTHER POTENTIALLY INFECTIOUS MATERIAL ARE ALL CONSIDERED RECORDABLE IAW REFERENCE B AND SHALL BE REPORTED AS A CLASS D (OR HIGHER IF INCIDENT MEETS HIGHER MISHAP CLASSIFICATION THRESHOLD).

   C. REPORT. REPORTING OF WORK-RELATED CLASS D MISHAPS IS ACCOMPLISHED VIA THE MISHAP REPORTING SECTION OF WESS. IN ADDITION, REFERENCE A REQUIRES ALL DOD COMPONENT SAFETY CENTERS TO SPECIFY PROCEDURES FOR THE COLLECTION AND ANALYSIS OF ALL OTHER EVENTS NOT MEETING THE DOD THRESHOLDS (I.E., HAZARDS, NEAR MISSES, AND MISHAPS THAT DO NOT MEET THE MISHAP REPORTING THRESHOLD). THE NAVAL SAFETY CENTER ACCOMPLISHES THIS VIA THE RECENTLY RELEASED HAZARD REPORTING MODULE. A ROBUST HAZARD REPORTING CULTURE IS A FUNDAMENTAL CHARACTERISTIC OF EFFECTIVE RISK MANAGEMENT. IT IS ESSENTIAL THAT LEADERSHIP THROUGHOUT THE CHAIN OF COMMAND ENCOURAGE, AND COMMAND SAFETY PROGRAMS FOSTER, HAZARD REPORTING WITHOUT FEAR OF REPERCUSSION IN ORDER TO ENABLE OTHERS TO MITIGATE HAZARDS AND PREVENT FUTURE INJURY OR DEATH OF PERSONNEL AND DAMAGE TO EQUIPMENT. THE HAZARD REPORTING MODULE WAS SPECIFICALLY DESIGNED TO COLLECT LESS DATA THAN THE MISHAP REPORTING MODULE TO FACILITATE INCREASED HAZARD REPORTING. ALTHOUGH THERE ARE FEWER DATA FIELDS, IT IS IMPORTANT TO ENSURE THAT DATA COLLECTED THROUGH THIS MODULE ARE SUBSTANTIAL AND COMPLETE. A COMPREHENSIVELY DESCRIBED HAZARD IN BOTH THE BRIEF NARRATIVE AND FULL NARRATIVE, AS WELL AS THE IDENTIFICATION OF INVOLVED HUMAN FACTORS AND DETAILED RECOMMENDATIONS, MAKE FOR A MUCH MORE VALUABLE AND USABLE REPORT. AFLOAT REPORTABLE MISHAPS SUCH AS GROUNDING, COLLISION/ALLISION, FLOODING, FIRES, AND ELECTRICAL SHOCKS THAT DO NOT MEET THE CLASS D REPORTING CRITERIA, SHALL BE REPORTED THROUGH THE HAZARD MODULE.

   D. INCIDENTS ENTERED INTO THE HAZARD REPORTING MODULE THAT ARE REPORTABLE MISHAPS (I.E., CLASS D AND ABOVE, AND WORK-RELATED (OSHA) INCIDENTS IN PARA 6B) WILL BE RETURNED TO THE SUBMITTER FOR RESUBMISSION INTO THE MISHAP REPORTING MODULE TO ENSURE ALL DOD-REQUIRED DATA FIELDS ARE COLLECTED. AVIATION MISHAPS AND HAZARDS ARE REPORTED IN THE WESS AVIATION MISHAP AND
HAZARD REPORTING SYSTEM (WAMHRS), PER REFERENCE D.
7. IF YOU WOULD LIKE MORE INFORMATION ABOUT THE CLASS D MISHAP
THRESHOLD, OR MISHAP-VERSUS-HAZARD REPORTING, PLEASE CONTACT
YOUR NAVAL SAFETY CENTER COMMUNITY-SPECIFIC SUBJECT MATTER
EXPERT AT 757-444-3520 (DSN 564) (AFLOAT - EXTENSION 7831,
AVIATION - EXTENSION 7811, OCCUPATIONAL HEALTH/INDUSTRIAL SAFETY
- EXTENSION 7820, NAVY SHORE/U.S. MARINE CORPS GROUND -
EXTENSION 7840), OR VISIT THE NAVAL SAFETY CENTER WEBSITE AT
WWW.PUBLIC.NAVY.MIL/NAVSAFECEN/ AND SELECT "CONTACT US" FROM
YOUR COMMUNITY-SPECIFIC WEBPAGE.///
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Employers are now required to notify OSHA of all work-related fatalities within eight hours, and work-related in-patient hospitalizations, amputations or losses of an eye within 24 hours.

Note: Previously, OSHA's regulations required an employer to report only work-related fatalities and in-patient hospitalizations of three or more employees. Reporting single hospitalizations, amputations or loss of an eye was not required under the previous rule.

WASHINGTON - The U.S. Department of Labor's Occupational Safety and Health Administration today announced a final rule* requiring employers to notify OSHA when an employee is killed on the job or suffers a work-related hospitalization, amputation or loss of an eye. The rule, which also updates the list of employers partially exempt from OSHA record-keeping requirements, will go into effect on Jan. 1, 2015, for workplaces under federal OSHA jurisdiction.

The announcement follows preliminary results from the Bureau of Labor Statistics' 2013 National Census of Fatal Occupational Injuries*. "Today, the Bureau of Labor Statistics reported that 4,405 workers were killed on the job in 2013. We can and must do more to keep America's workers safe and healthy," said U.S. Secretary of Labor Thomas E. Perez. "Workplace injuries and fatalities are absolutely preventable, and these new requirements will help OSHA focus its resources and hold employers accountable for preventing them."

Under the revised rule, employers will be required to notify OSHA of work-related fatalities within eight hours, and work-related in-patient hospitalizations, amputations or losses of an eye within 24 hours. Previously, OSHA's regulations required an employer to report only work-related fatalities and in-patient hospitalizations of three or more employees. Reporting single hospitalizations, amputations or loss of an eye was not required under the previous rule. All employers covered by the Occupational Safety and Health Act, even those who are exempt from maintaining injury and illness records, are required to comply with OSHA's new severe injury and illness reporting requirements. To assist employers in fulfilling these requirements, OSHA is developing a Web portal for employers to report incidents electronically, in addition to the phone reporting options. "Hospitalizations and amputations are sentinel events, indicating that serious hazards are likely to be present at a workplace and that an intervention is warranted to protect the other workers at the establishment," said Dr. David Michaels, assistant secretary of labor for occupational safety and health. In addition to the new reporting requirements, OSHA has also updated the list of industries that, due to relatively low occupational injury and illness rates, are exempt from the requirement to routinely keep injury and illness records. The previous list of exempt industries was based on the old Standard Industrial Classification system and the new rule uses the North American Industry Classification System to classify establishments by industry. The new list is based on updated injury and illness data from the Bureau of Labor Statistics. The new rule maintains the exemption for any employer with 10 or fewer employees, regardless of their industry classification, from the requirement to routinely keep records of worker injuries and illnesses.