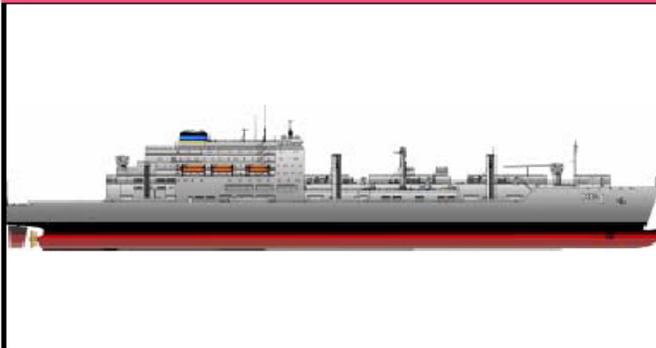




August 2003

The Navy Region, Mid-Atlantic Public Safety, Virginia Beach Safety Storefront publishes this SafetyGram and widest dissemination within your organization as encouraged. Please post on official bulletin boards and route to your staff. Our web site at www.nasoceana.navy.mil/safety also has lots of additional information to improve your safety posture.

Identifying and avoiding hazards early in the acquisition process is one of the Navy's greatest challenges.



Graphic of TAKE outboard profile, TAKE Class dry cargo ammunition ship.

One of the most effective ways to ensure the safety of a system, whether as complex as a ship or an aircraft or as uncomplicated as an aerosol dispenser, is to incorporate health and safety requirements at the very beginning of the acquisition process.

The NAVOSH.NET Acquisition Safety Website focuses on incorporation of safety and occupational health factors into all stages of the Defense Acquisition Process by discussing the challenges, communicating information on Best Practices, and by sharing successful Navy acquisition safety and health initiatives.

<http://www.navosh.net/acquisition/>

Acquisition Safety

The United States Navy considers protecting our people to be critical to our mission of national defense. The Navy is dedicated to ensuring our Navy men and women are ready at all times to carry out their mission by providing them with safe and healthful work environments. To this end, we maintain an active Navy Occupational Safety and Health (NAVOSH) Program.

The United States Navy's Occupational Safety and Health (NAVOSH) Program is dedicated to ensuring the Navy workplace, both ashore and afloat, is as free from hazards as possible. Each day thousands of NAVOSH professionals team up with Navy workers and leadership to establish and maintain safe work environments in what are often inherently hazardous settings - aboard military ships and aircraft at sea as well as at Navy shore facilities. NAVOSH professionals pursue the Navy's goals in many ways: they train Navy men and women in safe practices and procedures; they oversee the procurement, installation, and maintenance of safety equipment and systems; and they continually provide recommendations for improving safety conditions.

Effective acquisition safety will:

- Increase productivity through
 - Streamlined work processes
 - Avoidance of fatalities, injuries, and illnesses
- Save large sums of money by avoiding
 - Expensive retrofits due to poor design

- Disability & retraining costs
- Lost productivity
- Improve military quality of life and military retention.

Acquisition Safety Is a Smart Investment



A National Safety Council Study of the Department of Defense Safety Program estimated safety losses to the Navy, Air Force, Army, Marine Corps and Defense agencies to be \$10 to \$20 billion per year. Adding focus to acquisition safety will significantly reduce these losses.

One of the most effective ways to ensure the safety of a system, whether as complex as a ship or an aircraft or as uncomplicated as an aerosol dispenser, is to incorporate health and safety requirements before buying or building the system, at the very beginning of the acquisition process. With the advent of rapid technological advancement and the very real threat to our national security, the traditionally long acquisition cycle of 10-15 years is no longer acceptable. In recent years, acquisition reform has accelerated the rate at which leading edge technology is harnessed for military use. Today, acquisition reform is achieved through targeting a three-pronged approach:

- Delivery of advanced technology through rapid acquisition and an integrated testing and evaluation process;
- Reduction of total ownership costs (TOC) using cost as an independent variable (CAIV) assessment; and
- Ensuring interoperability, supportability, and affordability by integrating the acquisition and logistics processes.

Providing a safe and healthful workplace to all Navy personnel by identifying and avoiding hazards early in the acquisition process is one of the Navy's great challenges. This challenge will be met only by designing and building systems that control such established safety and occupational health hazards as noise, vibration, falls, electric shock, and chemical contamination.

Traffic Safety

As we all know from seeing the recent traffic accidents on base we have a serious problem on Tomcat Blvd and Hornet Dr. The Executive Officer has formed a tiger

team to help address these issues. The team includes members from the Safety Office, PWC, Security, Command and other personnel. We have looked at many things such as stoplights, new stop signs, closing the right turn lanes, and making left turns only at different hours, etc. We have asked a regional traffic engineer to propose other possible solutions to the problem. Driver education though remains a top issue, as I've said before in recent POW notes, we can fix Tomcat Blvd with money and time but it won't fix the person driving in the car. The safety office here at NAS Oceana has a great website with safe driving tips, mirror adjustments, driver improvement classes and much more. Please take the time and view the website at www.nasoceana.navy.mil/safety. I've included some driving tips posted on the Internet that I recently downloaded. Many of them are common sense items but proper driving takes experience, courtesy and responsibility for our driving actions.

Mike's Driving Safety Tips

Here's a culmination of various driving safety tips I have learned over the years, both on motorcycles and in cars. No particular order. Some address stick shift only.

1. Learn the gear pattern without ever having to look down at the shifter. This applies to both manual and automatic trannies.
2. Uphill starts for a stick shift (practice on a driveway ramp, if possible. That way, you can't roll back too far): 1) Set the e-brake, ensuring no roll. 2) Put in gear. Let clutch out until you can feel/hear engine "work". 3) Give a little more gas - just enough to keep engine from stalling. 4) Let off e-brake. 5) More gas, less clutch.
3. Don't keep clutch pedal in if not necessary (put in neutral at stop lights).
4. Don't "coast" to a stop. Downshift when engine compression no longer helps slow you down. You should always be in gear when moving.
5. Don't bog the motor. There's no "rule" here. If you can feel the engine labor, downshift.
6. Do not tailgate. Ever. But... following a car too far back will only encourage people to cut in front of you. There's a fine balance between following at a safe distance, and too far.
7. Watch for "the other guy" by looking at their head and steering wheel to see what their intentions are. Look at their tires to see if they are moving and in what direction.
8. Observe where the dents are on the "other guy's" car, and stay clear of that area of the car. That's his blind spot (along with the traditional 4-5 O'clock blind spot).
9. Adjust your outside mirrors so that the rear corners of you vehicle are just missing from the inside of the mirrors (perimeter positioning). Get the biggest "round" mirrors (3" is good) for each outside mirror to lessen your blind spots.
10. If the sun is directly behind you, oncoming traffic may not see you. Be careful of oncoming left-turners in this situation.
11. If an accident happens in front of you - SLOW DOWN QUICKLY AND IMMEDIATELY. Do not get caught up in the thrill of the moment or you will be part of it.

Driver education like age is an ongoing process; I don't want to impart the message that only young drivers are the unsafe drivers here at NASO. There are many young drivers that have had the proper driver education classes in high school or taken driver education courses. Many of us have been driving for a number of years and think we're great drivers and can possibly handle emergency situations but could we.....don't be fooled into thinking age equates to great driving skills because it doesn't! Our younger drivers are not the only one's getting into accidents on Tomcat Blvd. Only education, driving defensively within the proper speed limit, courtesy and responsibility and a little good old-fashioned luck will keep that accident from happening to you. More tips to follow later.

RODS (Recreational Off Duty Safety)

[CPSC Warns: Summer Fun Brings More Emergency Room Visits](#)

Summary of Issue: For many Americans, summer means fun in the sun. The kids are out of school, adults are on vacation and it's time for outdoor activities like riding bikes and hosting barbecues. However, the U.S. Consumer Product Safety Commission (CPSC) warns that summer also is the time of year consumers are most likely to be injured. More than 3.7 million people - more than the total population of the state of Alabama - went to hospital emergency rooms with product-related injuries in June, July and August 2001. During that summer, about 836,000 more consumers suffered product-related injuries than in January, February and March 2001. To avoid becoming a 2003 statistic, CPSC advises everyone to enjoy summer activities with safety in mind. CPSC [Summer Safety Tips](#) provides a dozen suggestions on ways to stay safe this summer.



www.nasoceana.navy.mil/safety

REGIONAL SAFETY OFFICE

1750 Tomcat Blvd. Suite 2170
Virginia Beach VA 23460-2122

[Oceana Bldg 230](#) • [Dam Neck Annex Bldg 585](#)

OC- (757) 433-2692 • fax (757) 433-2694 • DSN 433
DN- (757) 492-6630 • fax (757) 492-7411 • DSN 492

safety@nasoceana.navy.mil