

March 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.

National Poison Prevention Week

March 16-22, 2003

The [U.S. Consumer Product Safety Commission \(CPSC\)](#), the [American Association of Poison Control Centers](#), and the [Poison Prevention Week Council](#) reported on the performance of the new national toll-free telephone number for poison control centers. The new number, **(800) 222-1222**, launched on January 30, 2002, for the first time provides everyone in the U.S. with free access — 24 hours a day, 7 days a week — to their regional poison center. In just the first full month of operation, the toll-free number received 44,000 calls about potential poisonings.

The theme of the National Poison Prevention Week is **"Children Act Fast...So Do Poisons!"** The Academy and the other members of the Poison Prevention Week Council urge parents to store harmful products out of their children's reach at all times, and to be aware of young children's growing capacities to explore and experiment. Such natural curiosity can lead to poisonings when chemicals or medications are within reach, and parents are not paying close attention.

Use this week as an opportunity to take a minute to make sure that children in your home are as safe as possible from poisonings. For some tips on preventing poisoning in your home, see the TIPP® slip, "[Protect your Child...Prevent Poisoning.](#)"

Please take a minute and write down that important number and post near your phone, especially if you have small children at home: **1 (800) 222-1222.**

Traffic Safety

Supervisors, isn't it important to have your sailors and employees back on the job on Monday morning, or any time as far as that goes? Whenever a sailor or employee takes off for the weekend on a trip, there are obvious traveling risks that he or she takes. And it is important that as supervisors, you must do all you can to help them get back safely. Several resources have posted on the Virginia Beach Storefront website to help you do just that:

- Command Check List For Supervisors
- Driving Mishap Risk Indicator Self Assessment Survey
- Leave/Liberty Checklist
- Liberty Incident Reduction Program
- Motor Vehicle Checklist

Visit <http://www.nasceana.navy.mil/safety/Training/TrafficSafety/TrafficSafety.htm> for these resources.

A near miss is a clear warning to take all safety precautions seriously, from the simplest to the most complex.



Near miss crane incident at Shell's Antwerp Refinery. Tube tray deviated from horizontal. Improperly secured fan tubes slid off tray and plunged into operator's cab. Photo shows cab seat after the accident. Miraculously, the operator suffered only minor scratches.

The NIOSH Fatality Assessment and Control Evaluation (FACE) Website provides users with access to the full text of hundreds of fatality investigation reports. The Website includes the history and a full description of the program, contact information, and relevant links to other sites of interest. <http://www.cdc.gov/niosh/face/faceweb.html>

The Naval Safety Center provides mishap statistics at <http://www.safety-center.navy.mil/statistics/default.htm>

The Navy Crane Center also investigates serious crane near misses. <http://www.ncc.navfac.navy.mil/>

Workplace Fatality & Near Miss Prevention

INCIDENT/NEAR MISS REPORTING

All incidents/near misses should be reported. The next time the same problem occurs it could be fatal. Through analyzing causes behind such incidents, solutions can be found.

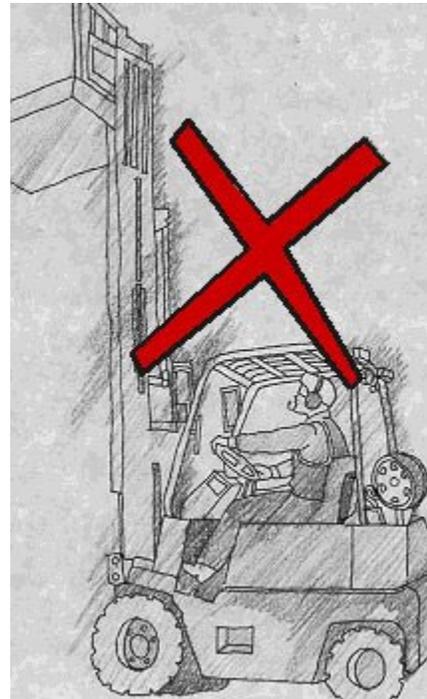
Incident reports should be posted for all service members/employees to see, maybe on the Safety bulletin board. Ensure only a generalized safety report is posted or published in Plan of the Day and not the actual Safety Report with names. This will alert employees to hidden dangers within the workplace.

KEY POINT

Reporting all incidents will help identify hazards that could, if ignored, lead to fatalities.

Case study 1 - Fork lift incidents not reported leading to fatality

A major manufacturing workshop (Workshop C) employs an apprentice to operate a forklift. The apprentice has had training, however, he has become complacent with his role and no longer wears a seat belt. A near miss incident occurs when he does not lower the pallet when operating the forklift. As a result of the change in the center of gravity, the forklift nearly topples over. A few co-workers witness the near miss incident, however no one reports it. One week later the apprentice makes the same mistake, he panics and jumps from the forklift. The forklift topples and the apprentice is crushed when the forklift lands on top of him.



If a service member or employee approaches their Chain of Command (COC)/management regarding an incident, management and the COC should be supportive. A negative reaction could stop the employee reporting in the future.

Near Misses Any near miss involving an industrial work process where activities avoid a fatality or catastrophic loss merely by chance; i.e., if someone says, "Boy, we're lucky we didn't kill somebody." Activities should report other "near miss" incidents by informal correspondence or by SAFETYGRAM (OPNAV 5102/4). They may use either of these methods to describe any situation having mishap potential or as a vehicle to make recommendations to improve safety or occupational health. To provide anonymity, personnel may submit Safetygram's directly to COMNAVSAFECEN without normal chain of command routing. COMNAVSAFECEN requires the name of the activity, but not the name of the person originating the correspondence. Activities should also submit a Mishap Report to the Virginia Beach Safety Storefront. Details are on our website at <http://www.nasoceana.navy.mil/safety/MishapReport/MishapReport.htm>.

Erupted Hot Water Phenomena in Microwave Ovens: Fact or Fiction? (Fact, according to the Food and Drug Administration)

The FDA has received reports of serious skin burns or scalding injuries around people's hands and faces as a result of hot water erupting out of a cup after it had been over-heated in a microwave oven. Over-heating of water in a cup can result in superheated water (past its boiling temperature) without appearing to boil.

This type of phenomena occurs if water is heated in a clean cup. If foreign materials such as instant coffee or sugar are added before heating, the risk is greatly reduced. If superheating has occurred, a slight disturbance or movement such as picking up the cup, or pouring in a spoon full of instant coffee, may result in a violent eruption with the boiling water exploding out of the cup.

What Can Consumers Do to Avoid Super-Heated Water?

Users should follow the precautions and recommendations found in the microwave oven instruction manuals, specifically the heating time. Users should not use excessive amounts of time when heating water or liquids in the microwave oven. Determine the best time setting to heat the water just to the desired temperature and use that time setting regularly.

To review the entire article ("Microwave Oven Radiation") at FDA's website, go to: <http://www.fda.gov/cdrh/consumer/microwave.html> You'll find general information on microwave ovens and the specific information in question right under the section titled "Tips on Safe Microwave Oven Operation".

RECALL NOTICE

CPSC, Robert Bosch Tool Corp. Announce Recall of Skil® Warrior Drill Battery Chargers

WASHINGTON, D.C. - In cooperation with the U.S. Consumer Product Safety Commission (CPSC), Robert Bosch Tool Corp., of Chicago, Ill., is voluntarily recalling about 2 million Skil® Warrior drill battery chargers. The transformer inside the charger can overheat. If this occurs, the charger housing can melt and deform, possibly igniting flammable materials near or on the charger.

Robert Bosch Tool Corp. has received one report of a charger causing a fire that resulted in property damage, and 160 reports of chargers overheating.

These chargers were sold with or as accessories for Skil Warrior drills. The drills are black with red trim. Red lettering on the drills reads, "SKIL." The chargers have their volt size written in red lettering. The recall includes 9.6 volt, 12 volt, 14.4 volt and 18 volt chargers. The chargers were included with tool model numbers 2375, 2380, 2475, 2480, 2482, 2580, 2582 and 2882.

Chargers also were sold separately with model numbers 92950, 92970, 92980 and 92990 with part number 2610995852. The model and part numbers are written on labels found on the back of the plug or on the side of the chargers.

Home centers, hardware and discount department stores sold these chargers nationwide from July 1994 through February 2003 for between \$21 and \$30.

Consumers should unplug the charger immediately. Replacement drills and chargers will be provided at no cost to the consumer. For more information, consumers should contact Robert Bosch Tool Corp. at (800) 661-5398 between 7 a.m. and 7 p.m. CT any day, or go to the Skil web site at www.Skil.com.



DRIVER IMPROVEMENT PROGRAM (DIP)

Driver Improvement Program training is available from the Virginia Beach Safety Storefront. This training is required for (1) All personnel required to operate government motor vehicles (Exception: drivers who have completed EVOC training), (2) military and DoD civilian personnel driving a GMV involved in a crash, regardless of location, and (3) Individuals described above driving a GMV or PMV who have been convicted of serious moving traffic violations (e.g., reckless driving, driving while impaired, speeding, following too closely, and failure to yield). In addition, Traffic Safety training for all military personnel under 26 years of age is required and consists of four hour classroom training in traffic safety. For more information or to schedule training, contact Don MacKellar at 492-7076 or go to our website at <http://www.nasocena.navy.mil/safety/Training/TrafficSafety/dip.htm> .

