



Safety Gram

Protecting Resources Through Better Risk Management

Safety Division's Monthly *Safety Gram* is provided to senior leaders to maintain awareness of mishap trends that directly affect the operational readiness of the Corps. This information should also be disseminated at every level of your command to assist high-risk Marines and Sailors in understanding the impact of the decisions they make every day both on and off-duty.

ISSUE 31, APRIL 2014

April 2014: Mishap Summary

The Mishaps below occurred throughout the USMC from April 1-30, 2014, causing serious injury or death to Marines, and/or damage to equipment.

2 April 2014. A EA-6B departed runway 23R during the landing roll-out as a result of a tire failure. The aircraft came to rest in a drainage ditch with damage to the port wing, left main gear, nose, and FOD damage to both engines. The aircrew did not initiate ejection and there were no reported injuries.

4 April 2014. SNM was a passenger in a vehicle that departed the roadway and came to stop submerged in a lake. The Marine was underwater in the passenger seat for approximately 10 minutes before a bystander was able to pull him out. CPR was initiated at the scene and continued by EMS during transport to a medical center where he was pronounced deceased.

6 April 2014. SNM was on a motorcycle with spouse on the back while negotiating a curve when he lost control and crashed head on with a vehicle. Both were pronounced deceased at the scene.

6 April 2014. A Marine was riding his motorcycle when he collided with a civilian motorcyclist. The civilian died at the scene and the SNM was transported to a nearby medical facility where he was pronounced deceased.

7 April 2014. While conducting a baggage delivery for an upcoming deployment, a unit 7-ton executing a U-turn was struck by a civilian vehicle resulting in the civilian driver's death. No USMC injuries as a result of the accident.

8 April 2014. Two Marines were FAP'd as MPs on the CLNC front gate. While on duty in the guardshack, SNM #2 shot SNM #1 in the chest with his M4. SNM #1 was transported to NHCL and was subsequently pronounced deceased. The incident is believed to be a negligent discharge, but NCIS is investigating to determine if there is any evidence to the contrary.

11 April 2014. A Marine's vehicle struck a tree and he was ejected and pronounced dead at the scene. Seatbelt was not worn.

12 April 2014. SNM was the rear passenger in a vehicle involved in a multi-vehicle accident. He succumbed to his wounds at the scene of the accident.

16 April 2014. SNM was riding his motorcycle with proper PPE when an elderly driver failed to yield and hit him head-on. SNM was pronounced deceased.

18 April 2014. SNM was hospitalized at a medical center, after being involved in a single motor vehicle accident. The Marine is listed as VSI.

26 April 2014. Service member was riding on his motorcycle in a parking lot when he lost control, hit a parked vehicle, and slid across the pavement making contact with another vehicle, where he was found underneath. SVM was transported to the hospital where he was pronounced deceased.





TRiPS Upgrade Now Available!

A much-used trip-planning tool has received a facelift that improves user capabilities.

The U.S. Army Combat Readiness/Safety Center released the redesigned Travel Risk Planning System, or TRiPS, May 5. The change is the first significant redesign of the tool since December 2005, when the program was prepared for joint-service use, said Derek Kovacsy, automated risk tools program manager at the USACR/Safety Center.

“Since then, we’ve collected valuable feedback to be implemented in the upgrade,” Kovacsy said. “Many of the enhancements will occur behind the scenes as software modernizations. However, we’re hopeful that service members and DoD civilians will benefit from the functional improvements they’ve requested.”

Enhancements to TRiPS include:

- Improved user email compatibility
- Multi-leg, round-trip and one-way travel

- Mapping upgrade with support service interface
- Road construction, weather and hazard notification
- Smartphone apps (coming soon)
- User load capability
- Re-designate service for joint-service environment
- Recreational vehicle and trailer towing planner

TRiPS was developed in 2004 to help commanders and leaders mitigate risk and reduce accidents involving Soldiers driving private motor vehicles and motorcycles outside their local area. Soldiers are required to complete TRiPS assessments before traveling on leave, pass, permanent change of station or official travel, according to Army Regulation 385-10, The Army Safety Program. In addition, Department of the Army Civilians are also required to complete an assessment prior to official travel or PCS.

Since its inception, Soldiers have completed more than 10 million TRiPS assessments. During Fiscal Year 2012, only 19 percent of fatal PMV-4 and PMV-2 accidents involving Soldiers driving more than 150 miles from their home installation occurred on TRiPS-assessed travel. That effectiveness improved to 8 percent during Fiscal Year 2013.

“Literally millions upon millions of miles have been driven after TRiPS, with minimal fatalities,” said Brig. Gen. Timothy J. Edens, Director of Army Safety and Commanding General, U.S. Army Combat Readiness/Safety Center. “But it only works if leaders use it to reach their Soldiers on risk mitigation. Simply completing an assessment won’t make a Soldier safer, but using that information to facilitate effective communication between the Soldier and his or her leader will. That’s what TRiPS makes possible.”

Lt. Col. Joseph Harvey, Director, Driving Directorate, US-ACR/Safety Center, said the upgrade will benefit not only Soldiers, but members of sister services as well.

“I’m excited for the release of the revised TRiPS,” he said. “This will be an even better tool for service members and leaders across DoD to use to mitigate risk while traveling.”

More information on TRiPS and driving safety is available at <https://safety.army.mil>.



Memorial Day Weekend – the unofficial beginning of summer – has come and gone. In addition to the loving remembrance of our brothers and sisters in arms, many Americans participated in a number of recreational activities, including those of the water-related varieties. According to the Center for Disease Control, over 3,400 people drown annually in the United States, and it is identified as the second leading cause of deaths for individuals aged one, to 14. Whether escorting kids to the pool, spending the day sailing, or laying out at the local beach, water injuries present one of the most monumental challenges for safety throughout the summer months.

WATER SAFETY & DROWNING PREVENTION



Pool Safety

If you have a pool at your home, precautions become twofold. A personal pool should be protected by fencing and/or pool and spa safety covers, and active monitoring of swimmers young and old is an absolute necessity. There are a number of safety precautions recommended by the National Drowning Prevention Alliance, including but not limited to:

- Children should never be left unattended near water in a pool, or even that contained in a tub or bucket.
- A “water watcher” should be assigned to maintain constant watch over kids during gatherings.
- Fencing surrounding a pool should at least reach 60” (five feet) in height, and should have a gate that closes and latches securely.
- Families with small children should equip their doors to notify adults when opened.
- Power-operated pool covers are convenient and efficient, and solar or floating covers should NOT be used as flotation devices.
- Phones should be with you at the pool so you do not step away to answer a call, and so that it is accessible if an emergency call is necessary.
- Learn CPR and rescue breathing.
- Keeping a life-saving ring, shepherd’s hook, and CPR instructions poolside may be helpful in the event of an emergency.
- Do not use flotation devices as a substitute for monitoring children.

- Never leave water in buckets or wading pools.
- If a child is missing, check the pool first.
- Remove toys from in or around the pool when not in use, and do not use floating chlorine dispensers that may be mistaken for toys.
- Instruct babysitters or relatives about pool hazards and emphasize the need for supervision.
- It is the responsibility of parents who own a pool to have children taught to swim. That said, swimming lessons do NOT make children drownproof -- there is no substitute for supervision.

Open Water/Ocean Safety

- Like pools, swimmers should not rely on toys such as inner tubes and water wings as safety devices.
- Don’t swim out too far and overestimate your swimming skills; that could result in a fatal mistake.
- Swim only in designated swimming areas, and as usual, never swim alone.
- Never dive into lakes or rivers. Hidden dangers such as currents, rocks, or debris may be present, and water depth is often difficult to gauge.
- In the early stages of summer, bodies of water may still be very cold. The initial shock of this chill may cause involuntary gasping and hyperventilation which could result

- in a loss of consciousness. Even if the air temperature is comfortable, hypothermia is still possible, so be weary of cold bodies of water.
- As always, watch children carefully. These bodies of water are much larger to in which to lose a small child, so it’s important to not lose a visual.
- Rip currents cause of 80% of lifeguard rescues at surf beaches, and account for the same percentage of overall surf beach drowning deaths. If caught in a rip current, remain calm and don’t fight it. Swim out of the current in a direction parallel to the shoreline until you’re able to swim toward shore. If unable to swim out, float or tread water calmly, and do your best to draw attention from a lifeguard or other individuals on shore.

With the continuation into warmer weather and the welcoming summons of cool pools and sunny beaches, water safety becomes one of the most pressing issues over the next several months. As always, caution and preparedness will be the most valuable tools in negating the threats of this prevalent hazard.





RISK MANAGEMENT ON VACATION

CDR Leslie Kindling

Risk Management (RM) does not take holidays. It is always around to help identify hazards and reduce the chance of injury or loss. On my recent vacation I used RM often. Prior to leaving, I used RM to help me properly pack. I identified potential hazards such as sunburn and packed items (sunscreen and hats) to help me reduce the risk.

Once on vacation, I used RM to plan a safe morning training run. I was training for a marathon and needed to get in a long run. The identified risks were getting lost, dehydrated, assaulted/kidnapped, or injured. I scouted out a route on the map and memorized key street names. My travel companion took a photo of me in my running gear before I left, so she could accurately describe me in case I went missing. We discussed how long I would be running and that I would send a text by 0730 if I decided to run longer. If I failed to make the text or return to the hotel she would alert the authorities. Leaving for my run, I took a map, water bottle, cash, whistle, and my cell phone with me. The map plus the earlier map study mitigated the risk of getting lost. The water bottle and cash ensured I had water and could buy sports drink to prevent dehydration in the warmer climate of my vacation destination. I could also use the cash for a cab or bus ride if I were to trip and injure myself. By not taking an iPod, I mitigated the risk of not hearing traffic or possibly an approaching would-be mugger. The whistle would be used to gain attention if someone did approach and threaten me. The phone was used as planned to text my friend when I decided to run a few more miles in the beautiful city we visited. I did not need to use it to call a cab or 9-1-1, but having it in case those hazards occurred is good RM in practice.

As I did, you are urged to practice RM in different environments, vacation included. From myself and CMC(SD), we encourage you to have a safe and fun summer!

The 3750.6S is here!

The long awaited release of the “S” version of OPNAVINST 3750.6 occurred 13 May 2014. Naval Aviation safety has adopted the essentials of the Safety Management System (SMS) previously adopted by the FAA, resulting in the new title for the instruction: The Naval Aviation Safety Management System. The document is available at the Department of the Navy Issuances website: <http://doni.documentservices.dla.mil/default.aspx>. Naval Safety Center GENADMIN message 161249Z MAY 14 contains details on major changes in the new version which include:

- Additional WAMHRS guidance
- The removal of most appendices
- Details on the use of civil service employees in ASO positions

- Details on how to use AMSOs and other specialist as part of the AMB
- More discussion about UAV/UAS AMBs.
- Class C lost working days changed

Mishaps and hazards that occurred prior to 13 May 2014 shall be reported under 3750.6R requirements, while mishaps and hazards that occurred on or after 13 May 2014 shall be reported under the new 3750.6S.

