WINTER 2023

GROUND WARRIOR

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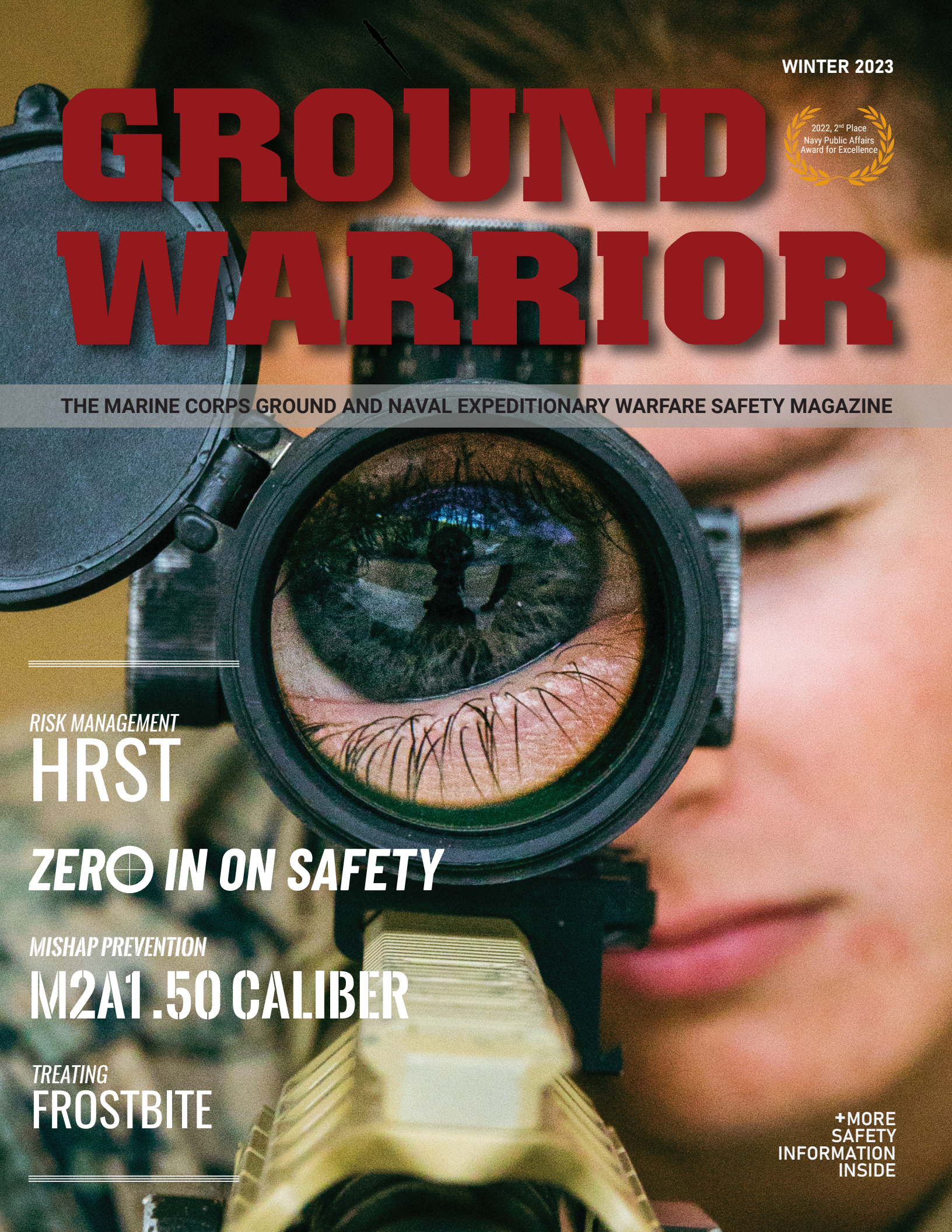
THE MARINE CORPS GROUND AND NAVAL EXPEDITIONARY WARFARE SAFETY MAGAZINE



RISK MANAGEMENT
HRST

ZERO IN ON SAFETY

MISHAP PREVENTION
M2A1 .50 CALIBER

TREATING
FROSTBITE

+MORE SAFETY INFORMATION INSIDE

A Letter from the Commandant of the Marine Corps

Marines, Sailors, civilian teammates and families

On Sept. 4, we concluded our 101 Critical Days of Summer season. I want to thank each and every one of you for your commitment to improving our culture of safety through your actions during this important season for our Corps. It is impossible to quantify the lives saved or injuries avoided by our deliberate focus on safety and risk management, but I assure you it made a difference. Unfortunately, despite our best efforts, we still suffered the loss of personnel from both on-duty and off-duty mishaps. We can and must do better.

While we focus deliberately on the summer as a high-risk period for the Corps, we cannot let our guard down as we enter the fall. Safety – like cammie paint or chow – is continuous. As we prepare for the winter season ahead, I ask that we apply the same level of deliberate planning and risk mitigation to prevent unnecessary loss. One loss is too many and I need every one of you in the fight. Winter poses unique challenges for our activities on and off duty. Even in Southern California, Yuma or Beaufort, the season brings unique environmental threats and hazards that increase risk in our daily lives.

Many of you will travel throughout the holiday season and I encourage you to do so. Exercise, ski, visit family – all of it is good for our mental, spiritual and physical health. I only ask that you take on those activities with the same safety culture that you used this summer. Understand the risk you are taking in both recreation and routine activities. Driving at night or in bad weather immediately comes to mind. As daylight decreases, our daily commutes and workdays begin and end in darkness. Oftentimes, we place false pressure on ourselves to get to or return from the destination quickly. All I ask is that you take a moment, slow down, consider the risks and make wise decisions. Those family members or fun activities will be there when you arrive; I need you to make it there to see them.

As you look through the pages of this Ground Warrior issue, I want you to pick up on the theme of "brilliance in the basics." These are tools that directly help us, as a Corps, be ready to deploy: from strict adherence to regulations, standard operating procedures and tactics, techniques and procedures, even to just remembering to wear seatbelts. I ask you to master the basics and guard against complacency.

As you train over the winter, remember: It takes every Marine to maximize our warfighting potential. I need ALL OF YOU to be ready when the call comes – and it will come! Keep your eyes moving, keep your situational awareness high and look out for the Marine next to you.

Sergeant Major Ruiz and I are proud of all of you. Stay safe, stay alert and stay in the fight!

Semper Fidelis,

Eric M. Smith
General, U.S. Marine Corps
Commandant of the Marine Corps

A Letter from the Assistant Secretary of the Navy for Energy, Installations and Environment

Marines, Sailors, civilians and families,

When we talk about safety, we talk about a foundation and an end state. From the everyday tasks to the most complex of missions, each one of us has a duty to know the fundamentals, assess risk, apply standards accordingly, execute to the best of our ability, and then take lessons learned and employ them. That is the Department of the Navy culture of safety. The focus of this Ground Warrior is safety in the basics. When we get back to the basics, we ensure that we are taking the time to get first principles right, and leave space to think and room to maneuver.

In my role as the assistant secretary of the Navy for energy, installations and environment, I serve as the Department of the Navy's designated health and safety official, working hand-in-hand with commander, Naval Safety Command, and director of the Commandant of the Marine Corps Safety Division. After a long hiatus, I'm proud to say that my office again includes a deputy assistant secretary of the Navy for safety, a senior executive whose portfolio is dedicated to this critical issue. With these capable leaders, and across a department filled with diverse mission sets and risk factors, we are making sure that at every opportunity Marines, Sailors, civilians and families have predictable standards, equipment, tools and pathways to achieve our culture of safety.

When I talk about the work that I do, I describe it using three C's: communities, critical infrastructure and climate action. Safety is an essential component of all of these areas and depends on one more C: compliance. We recognize that this means ensuring that our communities – whether we are talking about the places we live, work or operate from – are healthy, comfortable and suited to the purpose for which we use it, and that we are prepared to respond and defend should an emergency occur. We cannot continue to accept deviation and waivers as the norm. As we talk about critical infrastructure, we mean bringing to a reliable standard our utilities, physical, cyber and operational safety and security components – without reliable and secure resources, we cannot safely ensure mission success. And lastly, as we look at climate action and see its impacts to include extreme temperatures, extreme presence or lack of water, wild fires and air quality challenges – we see the impacts on the health, safety, welfare and mission success of those in our care.

In each of our consequential roles, we are constantly quantifying, qualifying and accepting risk. If we do not adhere to, evolve, and create accountability and compliance against our standards, we are only fulfilling half of our duty. As we get back to basics, I ask for your partnership as we create a safety foundation so that we can stave off unnecessary risk and be ready to confront the inherent risk of the work we do to ensure safety is our end state. Keep our culture of safety strong!

Meredith Berger
Assistant Secretary of the Navy for Energy, Installations and Environment

GROUND WARRIOR EDITORIAL STAFF

Front cover: U.S. Marine Corps Cpl. Jonphillip Raper, a rifleman with 1st Battalion, 7th Marines, 1st Marine Division, looks through a scope during training on Camp Mujuk, South Korea, April 25, 2023. (U.S. Marine Corps photo by Lance Cpl. Jonathan Beauchamp)

Back cover: An East-Coast-based U.S. Naval Special Warfare Operator (SEAL) throws a smoke grenade during an exercise in Fort Walton Beach, Florida, Nov. 1, 2022. (U.S. Navy photo by Mass Communication Specialist 1st Class Trey Hutcheson)

www.safety.marines.mil
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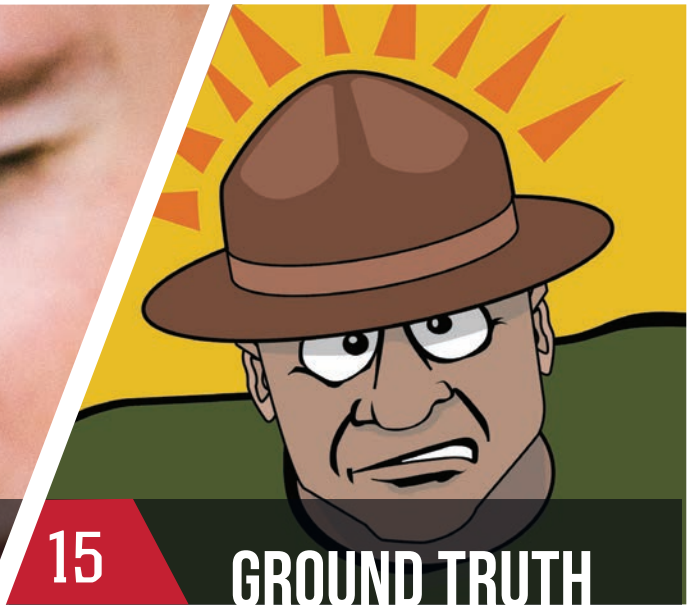
FEATURES



IN MEMORIAM

This special section of Ground Warrior is to dedicated to remembering and honoring two leaders of the safety community, who we sadly lost this year. These individuals spent their entire lives ensuring the safety and welfare of those within the service.
"The safety of the people shall be the highest law"

Travis Prien
March 18, 1973 – Feb. 12, 2023

Travis Prien was the epitome of a lifesaver, having dedicated the majority of his life to the safety of people in and out of the service. He served as an emergency medical technician and firefighter for the U.S. Army, U.S. Navy and Marine Corps for over 16 years, as well as a volunteer firefighter for the King George Fire and Rescue for over 31 years. Most recently, he served as the training branch manager for Marine Corps Base Quantico Safety Division, where he designed and built a one-of-a-kind confined space, lockout/tagout and fall protection simulator for the installation. For his actions, he received the General James L. Jones Safety Award in 2021.

Michael Hancock
Nov. 22, 1965 – June 16, 2023

Mr. Hancock selflessly served his country for over 40 years, first as a Marine and then transitioning to serve as the director of safety for Marine Corps Air Facility Quantico, which has the important responsibility of supporting operations of Marine Helicopter Squadron 1. Because of his actions in the name of safety, MCAF Quantico was recognized as an Occupational Safety and Health Administration Voluntary Protection Program Star Worksite in 2017 and awarded the Marine Corps Safety Award for Group III Installations in 2021. He was recognized as the 2015 MCB Quantico Junior Civilian of the Year.

U.S. Marine Corps Cpl. Dominic Capote, a bulk fuels specialist and funeral team rifle commander assigned to Headquarters and Headquarters Squadron, presents an American flag during a photoshoot at Marine Corps Air Station Cherry Point, North Carolina, July 8, 2019. (U.S. Marine Corps photo by Lance Cpl. Jacob Bertram)

RISK MANAGEMENT

HELICOPTER ROPE SUSPENSION TECHNIQUES

By Master Gunnery Sgt. Gabe Machado, Naval Safety Command

U.S. Marines with 1st Reconnaissance Battalion, 1st Marine Division, 4th Reconnaissance Battalion, 4th Marine Division, and 1st Air Naval Gunfire Liaison Company, I Marine Expeditionary Force Information Group, fast rope out of a UH-1Y Venom during a helicopter rope suspension techniques course hosted by Expeditionary Operations Training Group, I MEF, at Marine Corps Base Camp Pendleton, California, June 13, 2023. The helicopter rope suspension techniques course creates HRST masters which are capable of supporting fast rope, rappel, and special patrol insertion/extraction operations from any U.S. Marine Corps helicopter and tiltrotor aircraft as a means to insert and extract ground forces into or from rough terrain and urban areas. (U.S. Marine Corps photo by Cpl. Dean Gurule)

Contents page 4: U.S. Marine Corps Lance Cpl. Nate Sokso, a fire support Marine with 6th Air Naval Gunfire Liaison Company, Force Headquarters Group, Marine Forces Reserve, fast ropes from an MH-60S Seahawk during a helicopter rope suspension techniques exercise as part of the ANGLICO Basic Course at Marine Corps Base Camp Pendleton, California, March 16, 2023. (U.S. Marine Corps photo by Lance Cpl. Trent A. Henry)

Risk management is a critical component of any operation, but it is especially important in the context of helicopter rope suspension techniques (HRST) operations. These operations involve the use of helicopters to insert or extract personnel and equipment from difficult-to-reach locations, such as mountains or ships at sea. Because of the inherent risks involved in this type of operation, effective risk management is essential to ensure personnel safety and mission success.

One of the key aspects of risk management for HRST operations is identifying potential hazards. These can include issues such as weather conditions, terrain and equipment failure. By identifying these hazards, the unit can take steps to mitigate or avoid them, such as choosing a different location or delaying the operation until conditions improve.

Another important element of risk management is developing standard operating procedures (SOPs) for HRST operations. These SOPs should be based on best practices and should consider factors such as the type of aircraft or HRST capability being used and the terrain and weather conditions at the operation site. The SOPs should also include clear guidelines for preflight checks, emergency procedures and communication protocols.

Training is also a critical component of risk management for HRST operations. All personnel involved in these operations should receive extensive training on the proper use of equipment, as well as on emergency procedures and communication protocols. Additionally, regular training exercises should be conducted to ensure personnel are prepared for a wide range of scenarios. Risk management also involves establishing clear lines of communication between all personnel involved in the operation. This communication includes not only the pilots and ground personnel, but also any other support personnel, such as medical staff or logistics teams. Communication protocols should be established before the operation and should be practiced extensively during training exercises.

Another important aspect of risk management for HRST operations is the use of proper equipment. All equipment should be properly maintained and inspected on a regular basis to ensure good working order. Additionally, any new equipment should be thoroughly tested and evaluated before use in an actual operation.

Finally, risk management for HRST operations involves a constant process of evaluation and improvement. After each operation, a debrief should be conducted to assess what went well and what could be improved in future operations. This feedback should be used to update SOPs and training protocols and to make any necessary changes to equipment or procedures.

Effective risk management is essential for the success of Marine Corps HRST operations. This involves identifying potential hazards, developing clear SOPs, establishing clear lines of communication, extensive training for personnel, use of proper equipment, and a constant process of evaluation and improvement. By following these best practices, the U.S. Marine Corps and Navy can ensure the safety of their personnel and the success of their missions.

U.S. Marines with the 26th Marine Expeditionary Unit, stand in formation during an awards and promotion ceremony on Marine Corps Base Camp Lejeune, North Carolina, Apr. 30, 2023. (U.S. Marine Corps photo by Cpl. Nayelly Nieves-Nieves)

MARFORPAC KOA KAI "SEA WARRIOR" GROUND SAFETY AWARDS

I MEF Ground Safety Award
1st Maintenance Battalion (1st Maint BN)

III MEF Ground Safety Award
Marine Medium Tiltrotor Squadron 265 (VMM-265)

Major Subordinate Command Ground Safety Award
3rd Marine Logistics Group (3D MLG)

MARFORCOM SAFETY AWARDS

Chemical Biological Incident Response Force (CBIRF)
22nd Marine Expeditionary Unit (22 MEU)
2nd Amphibious Assault Battalion (2D AA BN)
Marine Unmanned Aerial Vehicle Squadron 2 (VMU-2)
Marine Attack Squadron 231 (VMA-231)
Marine Aircraft Group 26 Headquarters Company (MAG 26 HQ CO)
Marine Aviation Logistics Squadron 26 (MALS-26)
Marine Medium Tiltrotor Squadron 162 (VMM -162)
Marine Medium Tiltrotor Squadron 261 (VMM -261)
Marine Medium Tiltrotor Squadron 263 (VMM -263)
Marine Medium Tiltrotor Squadron 365 (VMM-365)
Marine Aircraft Group 29 Headquarters Company (MAG-29 HQ CO)
Marine Heavy Helicopter Squadron 461 (HMH-461)
Marine Heavy Helicopter Squadron 464 (HMH-464)
Marine Heavy Helicopter Training Squadron 302 (HMHT-302)
Marine Fighter Attack Squadron 312 (VMFA-312)
Marine Fighter Attack Squadron 533 (VMFA-533)
Marine Fighter Attack Training Squadron 501 (VMFAT-501)
Marine Air Control Group 28 (MACG-28 HQ CO)
Marine Air Support Squadron 1 (MASS-1)
2D Medical Battalion (2D Med BN)
Combat Logistics Battalion 26 (CLB-26)

SAFETY SPOTLIGHT

Plonza Winston
Safety Inspector
Naval Safety Command

Plonza Winston has been a part of the Marine Corps' safety enterprise for over 15 years, from his time at Marine Corps Base Camp Butler, Okinawa, Japan, to his current position in Norfolk, Virginia. He is a subject matter expert in the use of the Risk Management Information (RMI) system and is responsible for the quality control of all safety investigation reports (SIREPs) and hazard reports (HAZREPs) submitted throughout the Marine Corps enterprise.

In his role as quality control lead, he reaches out to lower echelon command safety officers in order to teach, coach and mentor on the proper ways to submit SIREPs and HAZREPs in a precise, accurate manner.

After the in-depth quality control is completed, he ensures all reports are sent to the proper echelons as part of the Memorandum of Final Endorsement process. His roles also include providing content to, and the coordination of the Marine Corps' Ground Mishap Investigation Course.

Through his efforts, hundreds of Navy and Marine Corps personnel learn the investigations process in courses at every major command across the Marine Corps multiple times a year, as well as select U.S. Navy commands. Semper Fi, Mr. Winston.

RANGE SAFETY TOOL

WEAPON DANGER ZONE

Article courtesy of Range and Training Area Management Branch, Training and Education Command

Training and Education Command (TCOM), Range and Training Area Management, Range Safety and Design (RSD) is responsible for the Marine Corps range safety program. Part of range safety program management is the support of the air-to-ground weapon danger zone (WDZ) tool.

TCOM defines a WDZ as the ground and airspace for lateral and vertical containment of projectiles, fragments and debris resulting from the firing, launching or detonation of aviation-delivered ordnances.

Due to the complex nature of aviation-delivered ordnance, we have the WDZ tool, which creates danger zones for aerial platforms – fixed wing, rotary wing and unmanned aircraft system – delivering air-to-ground weapons. The size and shape of a WDZ depends on a variety of aircraft delivery parameters including airspeed, altitude, delivery angle and run-in heading.

The WDZ tool is a multiservice effort designed to standardize aviation weapon danger zones across the Department of Defense. RSD serves as the conduit between service laboratories, range control and end users, along with weapon and aircraft program managers. Recently, there has been a significant update in the process and timeline to update the WDZ with integration of complex weapons into the WDZ tool.

The enterprise has seen an increased demand from various units to train with munitions, such as the GBU-39 Small Diameter Bomb, GBU-69 Small Glide Munition, AGM-154 Joint Standoff Weapon and newly developed or developing loitering munitions on USMC ranges. The weapons inventory of the USMC to support changes needed implement Force Design 2030 is rapidly changing.

These complex weapons systems present a greater challenge when modeling within the WDZ tool due to the increased number of components, newer technology, new methodologies and increased weapons performance capabilities. The modeling and integration challenges, although complex, are not the greatest factor in time delay for integration into the WDZ tool. Currently, the greatest danger zone promulgation challenge is data availability that supports modeling and WDZ development to the degree required to meet danger zone risk acceptance criteria requirements in accordance with the USMC risk acceptance policy.

Compounding the range safety problem is the fact that many of the sought-after weapons were originally designed and fielded solely for combat purposes, without any intention of using them in training environments. This issue presents several challenges, primarily related to the lack of comprehensive data and documentation necessary to assess and mitigate risks effectively in various training scenarios.

At the enterprise level, TCOM is working multiple parallel efforts to meet the increased demand for use of modern munitions on USMC ranges. TCOM is exploring options to acquire data for currently fielded combat-only weapons, educate key facilitators regarding the requirement, and advise in working groups to inform regarding current data limitations.

Moving forward, their initiatives will consist of the following efforts:

- Educate other services to establish communications with multiple program offices, informing them of the data requirements for WDZ construction so they may influence the acquisition of the necessary data in the future.
- Educate industry and program managers regarding the current applicable standards that should be applied to weapons data to facilitate danger zone development.
- Educate program managers, range controls and range users regarding training environment requirements versus combat environment requirements.
- Explore avenues to expand current weapons data sets to meet WDZ requirements.
- Influence change in the acquisitions culture to include future training considerations for all weapon systems.
- Further define service-level requirements to pursue weapons that will continue to be fielded.

Range Training and Area Management will continue to pursue methodologies that support the integration of modern munitions in the WDZ tool and meet the needs of the installations, units and the individual Marine. WDZ-specific weapon development timelines, tool applications and training opportunities can be found on the Marine Corps Range and Training Area Management System at: https://rtam.tecom.usmc.mil Navigate to Range Safety and Design, Range Managers tool kit and then Weapon Danger Zone tool.

Immediate support or specific systems questions, please email the following:

Head range safety and design: carlos.n.hathcock@usmc.mil

Aviation range safety lead: john.korneder@usmc.mil

WDZ tool subject matter expert: eric.currier.ctr@usmc.mil

A U.S. Marine observes effects of an explosion during a field exercise on San Clemente Island, Calif., May 8, 2020 (U.S. Marine Corps photo by Lance Cpl. Gadiel Zaragoza)

ZERO IN ON SAFETY

By Capt. Baylen C. Smith, Commandant of the Marine Corps Safety Division

U.S. Marine Corps Cpl. Jonphillip Raper, a rifleman with 1st Battalion, 7th Marines, 1st Marine Division, looks through a scope during training on Camp Mujuk, South Korea, April 25, 2023. (U.S. Marine Corps photo by Lance Cpl. Jonathan Beauchamp)

One core principle of the U.S. Marine Corps is "Every Marine is, first and foremost, a rifleman," a tenet deeply ingrained in their culture and history. Regardless of their rank or role, Marines must excel in marksmanship, viewing it as a fundamental skill for self-defense. During entry-level training, Marine recruits and officers are indoctrinated with rifle-related mantras, rifle drill and other methods to instill reverence for a Marine's rifle. Mantras such as "This is my rifle" instill ownership, responsibility and discipline. Moreover, Marines receive recurring marksmanship training throughout their career, making this commitment to rifle proficiency a defining aspect of the Corps' culture and heritage.

Once reverence of the rifle is instilled, Marine recruits and officers prepare for the rifle range. To conquer this **milestone,** Marines must first perform an initial alignment of their sighting system or "zero" their rifles. The zeroing process ensures the rifle's aiming sights are correctly adjusted for the shooter, allowing Marines to hit their mark consistently and accurately. While it may take time, involve multiple adjustments and require several rounds, this process is essential to achieve precision and lethality. Sometimes it even becomes necessary to pull a Marine off a range so they can re-zero their weapon because they are missing the mark. No matter the cost in time or material, the expected result is the same: A rifleman that consistently hits the mark.

The Marine Corps' approach to safety as a service is not much different from zeroing a rifle for a range. Before the 101 Critical Days of Summer, the busiest time of year for operations and recreation for the Corps, every Marine zeroes in on safety. Commands across the Corps take the time to discuss the risks Marines will face both operationally and recreationally during the summer months. Additionally, the Joint Safety Council designated June Risk Awareness Month so the service takes a few hours to zero in on safety once more. Similarly, after the winter holidays, commands execute "Back in the Saddle" training to refocus Marines on the hazards they face in training, during operations or on liberty. Zeroing in on safety ensures Marines can better identify the hazards more consistently, on and off duty, and make appropriate risk mitigation decisions to be there for the service, their unit and most importantly, for their families at the end of the day.

Similarly, after a mishap, the response is the same: We zero in on safety. As a unit, as a command or as a service, sometimes we need to take a step back, get off the range and zero in safety. This step back and focusing on the safety is the approach the Marine Corps took in fall 2023 in the release of ALMAR 025/23, Guidance for Marine Corps-Wide Safety Review.

On Aug. 17, 2023, one Marine was lost in a live-fire mishap at the School of Infantry – West on Camp Pendleton, California. On Aug. 24, 2023, another Marine was lost in an F/A-18D mishap off the coast of California. And on Aug. 25, 2023, three Marines were lost in an MV-22B mishap in Australia. In a span of eight days, five Marines were dead and millions of dollars' worth of equipment was destroyed. These events showcased to senior leaders that the Marine Corps was missing the mark on safety and the service needed to zero in on safety across the Corps, from the top to the very bottom.

On Aug. 29, 2023, in response to the string of significant mishaps within the service, the Marine Corps released ALMAR 025/23. Gen. Eric Smith, then-Assistant Commandant of the Marine Corps (ACMC), ordered a "unit-level review of our culture of safety" for all units across the Service to discuss what it means to be a professional warfighting organization as it relates to the safe conduct of every event, from training to combat. The safety review was to be completed by Sept. 15, 2023, and all resulting feedback was to be given to the Commandant of the Marine Corps – Safety Division (CMC-SD) by Oct. 15, 2023, for consolidation and review.

In the ALMAR, the ACMC outlined four key lines of effort for discussion for all Marines across the service:
(1) Preparation for Combat / Brilliance in the Basics / After-Actions
(2) Compliance / Standards / Preparation of the Environment
(3) Anticipating / Mitigating / Accepting Risk
(4) Fatigue

(Continued on next page)

"ZEROING IN ON SAFETY ENSURES MARINES CAN BETTER IDENTIFY HAZARDS MORE CONSISTENTLY, ON AND OFF DUTY, AND MAKE APPROPRIATE RISK MITIGATION DECISIONS TO BE THERE FOR THE SERVICE, FOR THEIR UNIT AND MOST IMPORTANTLY, FOR THEIR FAMILIES AT THE END OF THE DAY."

- CAPT. BAYLEN SMITH

SAFETY SPOTLIGHT

Minae Ikenaga
Safety Inspector
CATC Camp Fuji

From Jan. 4 to July 13, 2023, Minae Ikenaga selflessly represented the Combined Arms Training Center Camp Fuji Safety Office by filling multiple roles outside the scope of her normal duties. She filled the gap for the safety manager during his Air National Guard contingency deployment. This work included her duties as a safety inspector and program manager while also taking on the extra responsibilities as the safety manager. Some of these extra duties include but are not limited to command representative, fall protection program management, lead program management lockout-tagout program management, and recreational off-duty safety program management. In addition to these extra roles and in the absence of the vacant explosives safety officer (ESO), Ikenaga also acted as the command liaison with the regional explosives safety officer. During this time, she scheduled and coordinated a staff assist visit, which led to the recognition and mitigation of numerous explosive safety hazards and risks. She also acted as the command safety subject matter expert for exercise Kyofuu, the installation's annual typhoon exercise. Ikenaga assisted in the hiring process for the vacant ESO position by reviewing resumes and generating interview score sheets that were used by command staff as a data capture tool. All the previous listed accomplishments are just a small picture of the work Ikenaga did during this time frame. Her work not only contributed to CATC Camp Fuji, Marine Corps Installations Pacific and the Marine Corps, but also directly supported the global war on terrorism.

The end goal for the unit-level discussions and the resulting feedback is that Marines can take an honest look at the safety culture of their units, identify ways to improve safety practices and procedures and highlight any resource shortfalls needed to be a more lethal and inherently safe, warfighting organization. In effect, the service is conducting a zero, like on the rifle range. Refocusing on basic safety to be a more effective fighting force going forward to hit the mark: Safeguarding the lives of our Marines and preserving our assets for combat.

Current Initiatives

Despite the rash of mishaps, the service has not been idle in developing and improving safety over the past five years. The CMC-SD, under the supervision and guidance of the ACMC, has several initiatives to improve safety within the Corps:

(1) Making Safety a Higher Priority

Safety has always been a priority within the service. However, Smith, now Commandant of the Marine Corps (CMC), is making safety an even higher priority by putting a general officer in charge of the CMC SD. Historically, the Director of CMC-SD, the service's full-time safety chief, has been a Colonel. In comparison, every other service has a one-star or two-star officer in charge of their service's safety programs. This move puts the Corps' safety chief on par with other services and provides more resources, staffing and structure for improving the Corps' safety culture and programs. The CMC SD is currently slated to receive a general officer in summer 2024.

(2) Establishment of the ESB

The Executive Safety Board (ESB) serves as a decision-making forum for the Corps' senior leaders from across the service to improve safety. The board, chaired by the ACMC, considers and implements service safety initiatives and policies, reviews and assesses service mishap losses, and facilitates the exchange of ideas to reduce fatalities and destructive behaviors within the service. The latest ESB was held Sept. 26, 2023, and the results and tasks developed from the board will be released via MARADMIN.

(3) Establishment of Major Investigations IPR

In July 2020, the Marine Corps lost eight Marines and one Sailor in an amphibious assault vehicle (AAV) mishap off the coast of Camp Pendleton, California. The resulting investigations produced service wide recommendations to ensure a mishap of similar magnitude could never occur again. To track all the recommendations to completion, the CMC SD was tasked by the ACMC to provide a quarterly major investigations in-progress review (IPR) to track and drive completion of all recommendations stemming from the 2020 AAV mishap. Since then, major investigations IPRs have expanded to cover the 2018 C-130-F/A-18 aviation mishap and the 2022 amphibious combat vehicle mishaps. The latest major investigation IPR was held Sept. 28, 2023.

(4) MCO 5100.29 Development

A decade ago, the various Marine Corps orders (MCO) and directives governing the many aspects of safety were spread across 29 separate documents, ranging from MCOs to MARADMINs. This setup made it especially difficult for those unfamiliar with safety to understand the many facets of the service's safety programs, from safety and occupational health standards to explosive safety policies. The development of MCO 5100.29C, Marine Corps Safety Management System (MCSMS), changed that perception by consolidating all the major aspects of safety under one order with nine separate volumes, framed by four guiding pillars of the Safety Management System (SMS). This improved ease of reference and understanding of the MCSMS and the encompassing safety programs within the Marine Corps. Individual volumes are reviewed regularly to improve service policy for the service.

(5) Released RMI-SIR

On Aug. 31, 2020, Risk Management Information-Streamlined Incident Reporting (RMI-SIR) was released throughout the naval enterprise as the program of record for all safety reporting. RMI-SIR provides increased functionality and fidelity,

BE THERE. . .

. . . FOR YOUR UNIT

. . . FOR YOUR FELLOW MARINES

. . . FOR YOUR FAMILIES

. . . AT THE END OF THE DAY.

U.S. Marine Corps Lance Cpl. Michael Melkonyan, a machine gunner assigned to Charlie Company, Battalion Landing Team 1/5, 15th Marine Expeditionary Unit, fires an M240B machine gun while conducting Range 410A at Marine Corps Air-Ground Combat Center, Twentynine Palms, California, Sept. 12, 2023. Range 410A is a platoon live-fire and maneuver combined arms attack range designed to train units in tactics, techniques, and procedures required to provide a sustainable and operational unit across the conflict continuum. (U.S. Marine Corps photo by Cpl. Aidan Hekker)

allowing for more detailed trend analysis and mishap tracking within the service. The initiatives listed are just a small snapshot of the progress and actions being taken to improve safety within the service. Not captured are the thousands of small actions Marines conduct every day for the safety and well-being of their units, operations and activities.

Why Does it Matter? What's in it for Me?

Mishaps have a significant negative impact on the Marine Corps. They take Marines out of the fight, lower materiel readiness and impede the service's ability to fulfill its mission. Even a single mishap can cause setbacks and have wide-ranging effects at the tactical, operational and strategic levels. The 2020 AAV mishap serves as a fitting example to illustrate the impact one event can have.

Tactical

After the 2020 AAV mishap, all AAV water operations were suspended until the results of the mishap investigation came to light and recommendations stemming from the investigation could be evaluated and implemented. The chain of command, from the platoon commander all the way to the commanding general, Marine Expeditionary Force, was relieved for lack of trust and confidence. Skills, knowledge and confidence in using the AAV platform was completely shattered and as a result, tactical competency in the AAV's employment at the small-unit level atrophied.

Operational

Marine expeditionary units (MEUs) preparing for their upcoming deployment could not fully train and gain experience in using the AAV platform at sea. MEU commanders could not fully evaluate their AAV companies and have confidence in employing AAVs with a company of Marines in a real-world scenario. MEU commanders already deployed took pause and believed they had lost an entire capability in an instant until the results and recommendations from the mishap came out.

Strategic

The Marine Corps is chartered by Congress to provide the United States with an amphibious assault capability. In one day, we could no longer support that capability. There was a loss in confidence in the service's proficiency and lethality. MEUs, a symbolic mass of political power for the United States, seemed less intimidating to our adversaries. For the executive body, the MEU seemed more of a liability than a capability to employ.

Safety is fundamentally important to preserving our force, our equipment, our reputation and the assurance we provide ourselves and our country. It is inherent in a professional warfighting organization and it does not hinder our ability to prepare for combat. On the contrary, it provides us with the confidence that we can make it through training, make it to the fight and win.

The Way Forward

While we have a safety culture, it requires aggressive and deliberate maintenance and reinforcement. Safety is not risk aversion, it is having all the information to make informed decisions at the right level and to mitigate risk whenever possible.

(Continued on next page)

The following themes will aid Marines with the safety culture maintenance and reinforcement we need going forward:

(1) Safety in the Basics
The fundamentals we learn in any task we do within the service are rooted in publications and instructions. The procedures, policies and safeguards provided in our technical manuals and doctrine guide Marines in how to be safe in every task we do. The guidance covers every emergency and non-standard procedures we can reasonably anticipate occurring. Leaders need to root training in these procedures. This approach to training needs to become our service baseline. Once we can do the basics properly and flawlessly, then we can build upon that training. *Safety in the basics.*

(2) See Something, Say Something
There are two aspects here. First, we need to train ourselves and our Marines on how to properly recognize hazards in tactical scenarios, in garrison or on liberty. We cannot protect ourselves or warn other Marines if we cannot recognize the hazard ourselves. Second, we need the moral courage to question the safeguards in place that protect our Marines and to voice those opinions appropriately before starting a live-fire range in training, before cleaning up hazardous materials in garrison without proper personal protective equipment or before engaging in a risky recreational activity without the proper preparation. *See something, say something.*

(3) Accountability
There needs to be repercussions at the service and unit levels that punish unsafe acts of our Marines. If a Marine has a negligent discharge of their weapon during a live-fire training evolution, they need to be immediately sidelined and trained ruthlessly until they prove they will never put another Marine at risk due to their incompetence. If a Marine doesn't use ground guides in the motor pool, their license needs to be revoked and they need to be retrained and relicensed before they are allowed to drive again. Marines who put other Marines at risk need to be held accountable. *Accountability.*

If we can zero in on these themes at every level throughout the service and instill them into our unit cultures, we can improve our lethality, confidence and safety as a warfighting organization, capable of deterring aggression and winning.

U.S. Marines with 3rd Assault Amphibian Battalion, 1st Marine Division, fire M18 Service Pistols while at a small-arms range during Bright Star 23 at Menar El Wahesh, Egypt, Sept. 11, 2023. (U.S. Marine Corps photo by Cpl. Earik Barton)

Note: The Summer 2024 edition of Ground Warrior will feature an article that presents and discusses the results and feedback from ALMAR 025/23.

Ground Truth

HELP YOUR CORPSMEN HELP TAKE CARE OF YOU

Article courtesy of Commandant of the Marine Corps Safety Division

Whether a unit is conducting a training exercise to maintain its readiness and lethality or is forward-deployed supporting real-world operations, one of its most important resources is the Fleet Marine Force Hospital Corpsman.

Navy and Marine Corps units rely on these individuals to provide the best possible health services to members in both peacetime and war.

These individuals receive medical training from a variety of institutions to help them provide medical support for any mission or task assigned.

Regardless of the initial medical training schoolhouse, sustainment training is necessary for these individuals to keep their medical skills sharp and usable. Similar to every other member in a unit, the corpsmen's skill set degrades without proper sustainment training.

It's imperative leadership prioritize sustainment training for these individuals, find venues for new training to increase their proficiency, and ensure their skills remain current and the corpsmen remain a valuable resource to their organization and the services.

Hospital corpsmen are not a one-size-fits-all resource and many have received additional medical training certifications over the course of their career. When units plan for a training exercise or a real-world operation, leaders must ensure medical representation is integrated in the planning process. This is reinforced in MCRP 3-40A.5, Health Service Support [HSS] Field Reference Guide, which states "Commanders are ultimately responsible for the health and medical readiness of their commands. Each commander is provided HSS through organic medical elements or medical elements of a designated supporting structure. If additional medical support is required for a particular operation, the command must identify its requirements early in the planning process, identify the required units and request support through the operational chain of command."

Proactive thinking and proper planning that identifies medical requirements for personnel and equipment helps ensure overall unit and mission success. The hospital corpsman resource cannot be overlooked or neglected and still be expected to remain valuable to a unit.

For corpsman training resources, a good place to start is your closest military medical treatment facility's staff education and training department. They offer a wide array of courses to promote continued learning and development.

Help your corpsmen take care of you!

U.S. Navy Hospital Corpsman 2nd Class MacKinley Goldthwaite, a Franklin, New Hampshire, native and senior line corpsman with 1st Battalion, 8th Marine Regiment, 2d Marine Division in Jeremie, Haiti, Dec. 17, 2022. (U.S. Marine Corps photo by Lance Cpl. Ryan Ramsammy)

SECNAV SAFETY AWARD WINNERS

Afloat: USS Gridley (DDG 101)

USS Gridley (DDG 101) exemplified a culture of excellence and safety throughout fiscal year (FY) 22. Their culture of excellence, safety and reporting begins with the Gridley leadership and is embodied and exemplified at every level, down the roots of the ship. As new Sailors are welcomed to the ship, they are indoctrinated into the established culture of safety aboard the vessel.

Throughout FY22, USS Gridley aggressively and continuously improved safety and occupational health (SOH) standards onboard. From expeditiously correcting material deficiencies, to keeping the crew informed of safety updates, rapidly establishing mishap awareness onboard the Gridley is the expectation and the norm. While forward deployed 10 of 12 months of FY22 at sea, the ship had zero off-duty mishaps while executing liberty in various foreign ports. Throughout a high operational tempo and numerous mission obligations, USS Gridley participated in The Rim of the Pacific 22 exercise, expended 48,844 rounds of ammunition, conducted 1,688 flight hours and traveled 35,943 miles safely and without major incident. Their spotless safety record highlights USS Gridley of deserving recognition for their achievements and their positive safety culture.

Ashore: U.S. Naval Ship Repair Facility and Japan Regional Maintenance Center

Ship Repair Facility – Japan Regional Maintenance Center (SRF-JRMC) based in Yokosuka and its smaller detachment in Sasebo keeps the Navy's 7th Fleet operationally ready. As the largest U.S. naval ship maintenance capability in the 7th Fleet area of responsibility (AOR), SRF-JRMC provides a high level of fleet care across a broad-spectrum of maintenance support requirements throughout the life-cycle of the 28 vessels based in Japan – from emergency dry-dock repairs to ship modernization efforts. These monumental efforts are all made possible through a mixed staff of military and civilian service employees, and a large majority of locally hired, Japanese master labor contract employees across two locations.

SRF-JRMC has worked to provide a safe and healthful work environment for all employees, contractors and ship's force personnel using hands-on, highly visible and transparent safety inspections. Through well-planned and executed safety training, drills and online training materials, safety proficiency at both activity locations are kept at the highest levels in ensuring fall protection, scaffolding, fire and confined space safety. For FY22, SRF-JRMC cut the amount of inspection deficiencies in half, going from 992 deficiencies identified in FY21 to 455 deficiencies identified in FY22 with an equal number of inspections across both fiscal years. Their efforts in safety training and an inculcation of a proactive safety culture significantly improved the safety and welfare of personnel at SRF-JRMC without sacrificing operational requirements.

Aviation: Training Squadron (VT) 2

Training Squadron (VT) 2 excelled in developing and improving numerous safety programs that helped ensure the well-being of all command personnel and their families. The men and women of VT-2 enhanced and maintained a pervasive culture of both aviation and ground safety and are deserving of recognition for their efforts.

Across 20,035 flight hours logged collectively by VT-2 in FY22, they experienced no Class A or B mishaps in their training squadron. By establishing a culture of awareness and safety, VT-2 continually strived to close the experience loop between the cockpit and wardroom debriefs so safety issues or human factors experienced by one flight crew can be shared and understood across the entire squadron before to the next flight. Building upon lessons learned and critical self-reflection on their processes following a mishap, VT-2 has accelerated, leading the way in naval aviation safety.

Expeditionary: 1st Marine Logistics Group

1st Marine Logistics Group (MLG) expertly and vigilantly coordinated the safety team's mission downrange to conduct site visits and safety recommendations for 15 subordinate commands with 8,557 assigned personnel and their operational combat equipment and supplies. The 1st MLG proactively inspected and evaluated all activities and facilities within their purview to ensure all hazards were recognized and processes and procedures in place are safe.

The 1st MLG spearheaded and scheduled a comprehensive safety program technical assist program for all their subordinate commands. The visits generated transparency and provided subordinate commands the tools and processes to build healthy and resilient safety programs tailored to their command. In addition, 1st MLG developed their own internal ground safety officer and manager tool kit to streamline and standardize safety practices across the organization. This toolbox promoted safety procedural compliance across the commands and an increased level of readiness for the command.

Safety Integration in Acquisition: Program Manager Ground Based Air Defense Safety Team

Program Manager, Ground-Based Air Defense (PM, GBAD) supports the Low-Altitude Air Defense (LAAD) Battalion missions of Short-Range Air Defense and Medium-Range Air Defense, providing the maneuver forces, bases, posts and stations of the Marine Air Ground Task Force the force protection and weapon systems necessary to defeat the full spectrum of air threats. PM GBAD oversees eight programs in support of its mission to the Marine Corps.

Across its eight active programs, the PM GBAD safety team identified 438 hazards associated with the use and operation of its systems. In coordination with engineers, system integrators, and Marine operators, the team eliminated 10% of all risk identified, all of which was highest severity hazards associated with the systems, and reduced the severity of residual risk by 25%. Their integration of risk management within these programs exemplified the importance of risk assessments and field testing concurrent with program acquisition milestones to provide a more effective and safer weapon system to meet mission requirements of the service.

SAFETY SPOTLIGHT

Kenneth Sparks
Safety and Occupational Health Specialist
Marine Corps Installations West

Working out of the Installation Safety Office at Marine Corps Installations West-Marine Corps Base Camp Pendleton, California, Kenneth Sparks has provided outstanding contributions to both the installation and the Marine Corps enterprise in safety.

As the lead risk management instructor for the MCI-West safety schoolhouse, he has consistently trained ground safety managers to the highest standards and best practices available. His experience as a motor transport subject matter expert enhanced traffic safety onboard the base through multiple projects, assessments and recommendations during his time as the assistant to the MCI-West traffic safety manager. He was a leading effort in the Quick Series Risk Management booklet update that was endorsed by the Commandant of the Marine Corps Safety Division's ground branch head. Sparks led the training range inspection team, which was responsible for identifying and assessing over 150 deficiencies at 118 training ranges onboard the base.

He has served as the base liaison for federal and Occupational Safety and Health Administration issues, ensuring all complaints and requests for information were promptly responded to while simultaneously being able to reach a quick, decisive and satisfactory conclusion. He was the lead investigator on over 10 Unsafe-Unhealthful investigations that consistently and effectively safeguarded the installation population from potential hazards and risk by interviewing, collecting data, and presenting recommendations and suggestions to responsible departments and units.

As the installation recreational off-duty safety program manager, he single-handedly inspected, assessed and recommended controls for myriad recreational facilities and operations. His commitment to excellence, attention to detail and dedication to promoting a safety culture have set him apart as a difference maker who deserves to be recognized by his peers, the installation and the U.S. Marine Corps.

While conducting a week-long field training exercise in Kodiak, Alaska, one member of our team suffered frostbite on all toes of both feet to the mid-foot. During the training, the member said he noticed numbness in his toes, but didn't want to say anything because he thought everyone's feet were cold.

Frostbite is a serious medical condition requiring urgent treatment at a medical facility. Extremities, fingers and toes, and exposed areas such as ears and face, are most commonly affected. In an austere or remote environment, frostbite is extremely difficult to treat because the conditions that led to frostbite probably still exist – even after rewarming.

At the end of the training after returning to base, the member removed his boots. Seeing his toes were completely white with no signs of circulation, he began to rewarm his toes in the shower with warm water while massaging his feet.

Rewarming should be done in a safe environment when there is no risk of refreezing the area. As the area is rewarmed, blood begins to flow again, and swelling will start soon after. If the patient's feet are affected, as difficult as it may be, the patient might need to walk out or at least to a point they can be reached by medevac before rewarming can begin. Alternatively, they may lose all ability to walk and will need to be carried out if in a remote area. While the area is frozen, it is more durable than after thawing it. For this reason, you should not try to rewarm until you know you can keep the area warm.

As the tissue thaws, blood begins to flow again, and an inflammation response starts. The affected area swells rapidly. If the feet are affected, this could prevent the patient from walking or getting their shoes back on. Swelling increases pressure in the tissue and prevents blood from flowing normally, which can cause compartment syndrome, a medical issue where muscle tissue dies because it is under too much pressure to maintain profusion and becomes gangrenous.

TREATING FROSTBITE & HYPOTHERMIA IN AUSTERE ENVIRONMENTS

By Special Warfare Operator Chief Tyler Harrington , Naval Safety Command

A U.S. Marine with 2d Marine Division, II Marine Expeditionary Force, is checked for cold weather injuries by a hospital corpsman prior to Exercise Cold Response 2022, Setermoen, Norway, Feb. 18, 2022. Exercise Cold Response '22 is a biennial Norwegian national readiness and defense exercise that takes place across Norway, with participation from each of its military services, as well as from 26 additional NATO allied nations and regional partners.
(U.S. Marine Corps photo by Lance Cpl. Jacqueline C. Arre)

The restricted blood flow makes the area more susceptible to frostbite a second time. That is why it is important to make sure you are not in an area where the patient may be re-exposed to frostbite.

Tempting as it may be to rub the affected area, this will lead to increased damage. Picture a raw steak. It is very flexible and easy to bend. Now freeze the steak. Muscle tissue is approximately 75% water. As water freezes, it expands 9%. Sharp ice crystals form in the tissue. As the steak bends, the frozen tissue tears apart (see figure 1). Similarly, during the rewarming process following frostbite, rubbing or massaging the area is not recommended because the affected tissue can move and tear while the frozen crystals stab and rip into the area around it. Being that it is still numb, the person massaging the area has no idea that they are doing more damage by driving tiny icicles around inside their frozen body part as it starts to thaw. This creates more severe damage than the frostbite itself.

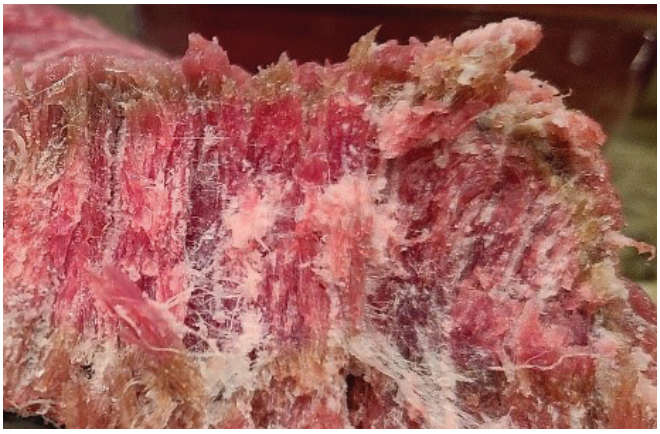


Figure 1. Sharp ice crystals form in the frozen meat, which can cause damage after being torn apart

(Continued on next page)

A U.S. Navy hospital corpsman with 2d Reconnaissance Battalion, 2d Marine Division, treats a simulated casualty during cold weather training on Joint Base Elmendorf-Richardson, Alaska, Dec. 2, 2022. (U.S. Marine Corps photo by Sgt. Dylan Chagnon)

Urgent treatment is essential to preserve the affected area. Rewarming should be done slowly to prevent further harm, including reperfusion injury, platelet aggregation, blisters and blood vessel spasms. Ideally, immerse affected area in warm water (104°-108°F) for 20 - 30 minutes. Avoid using electric heaters or hair dryers, as they can cause burns due to lack of sensation. Passive rewarming with body heat and blankets is an acceptable alternative. Treat the patient using ibuprofen for swelling and consider advanced provider administered medications if pain is severe. Heparin encapsulated topical sprays are in development for onsite treatment. This would maintain perfusion and reduce swelling, possibly preserving the extremity. Transporting the patient to higher-level medical care expediently is essential.

Re-warming is just the first step in treatment. Frostbite takes a long time to heal depending on the amount of affected area, and in severe cases, amputation may be necessary. The severity of damage cannot be assessed until the tissue is thoroughly warmed. Prognosis depends on grade of damage (see Figure 2).

Prevention of frostbite is key. Dress appropriately for the environment. Ensure proper-fitting boots with adequate air space to insulate. Tight-fitting boots or too many layers of socks can potentially restrict circulation. Have extra supplies to replace wet gloves or socks as needed and be sure to check the condition of the feet at this time.

As stated above, the team member with frostbitten toes was rubbing his feet, trying to restore circulation. As his feet and toes re-warmed, they began to swell up larger than golf balls

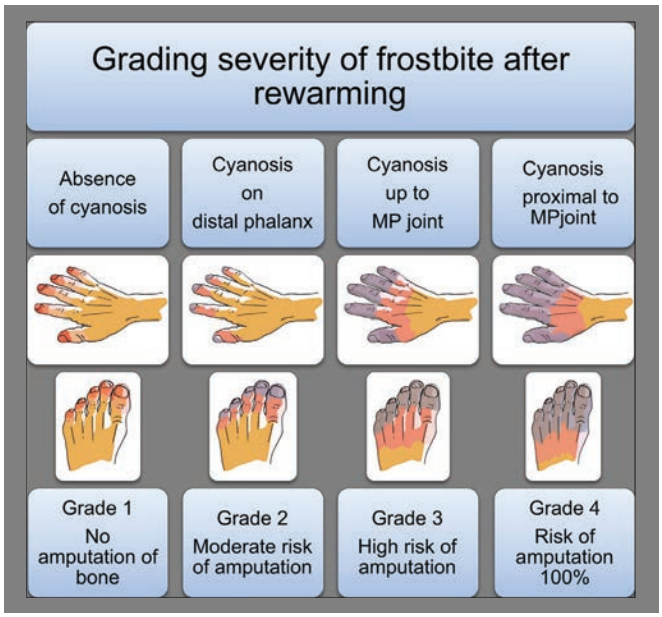


Figure 2. Grading severity of frostbite and bone amputation risk after rewarming. (Wilderness Medical Society image)

and turn purple. It became very painful in the mid-foot region where the healthy tissue stopped, and the blistered swollen tissue started. He was transported to a hospital for definitive care. Fortunately for the team member, the medical team was able to save his toes.

Learn from others' painful events so you don't have to re-learn it yourself.

Right Image - U.S. Marines with 2d Reconnaissance Battalion, 2d Marine Division, conduct an 8-mile movement on skis during cold weather training on Joint Base Elmendorf-Richardson, Alaska, Dec. 3, 2022. (U.S. Marine Corps photo by Sgt. Dylan Chagnon)

PREVENTING FROSTBITE IS KEY. DRESS APPROPRIATELY FOR THE ENVIRONMENT.

- ☐ Synthetic or wool hat that covers ears
- ☐ Balaclava to protect neck and face
- ☐ Base layer synthetic or wool to wick and dry
- ☐ Middle layer of fleece or puffy jacket
- ☐ Outer waterproof layer to shield from wind and moisture
- ☐ Waterproof and insulated gloves or mittens
- ☐ Noncotton socks
- ☐ Waterproof and insulated proper-fitting boots

ADMIRAL VERN CLARK SAFETY AWARDS

The Admiral Vern Clark Safety Award is intended to stimulate safety through ideas, suggestions and programs that will reduce mishaps, injuries and fatalities within the Department of the Navy by providing special recognition to those who best exemplify and advance a culture of safety.

For outstanding work to advance safety in the United Sates Navy, the 2023 Admiral Vern Clark Safety Award is presented to:

U.S. Navy (Command)
Naval Mobile Construction Battalion 11, Gulfport, Mississippi

Naval Mobile Construction Battalion 11 is a Seabee Battalion providing contingency construction, disaster relief and humanitarian assistance in support of Combatant Component Commanders.

Fiscal year 2022 highlighted both homeported and overseas deployed successes for Naval Construction Battalion 11. While homeported, the command successfully completed 65 skilled courses to include 19 high-risk-focused courses resulting in 91% training attainment with zero mishaps. This was completed in the execution of two significant homeport projects associated with field training exercise and final evaluation problem construction earning 2,705 man-days with zero Class A – C mishaps. Naval Mobile Construction Battalion 11 deployed to 12 countries and executed 1,785 man-days of construction focused on establishing critical infrastructure necessary to assert the United States as the preferred partner in the great power competition and facilitate major combat operations in support of U.S. European Command, U.S. Africa Command, and U.S. Indo-Pacific Command.

The collective professionalism, integrity and sound judgment of Naval Mobile Construction Battalion 11 is emblematic of an organization with a strong safety culture that facilitated the team's success. Further, the command embraced the chief of naval operations' "Get Real, Get Better" initiative through encouragement of near-miss reporting, capturing lessons learned, adopting best practices and implementing deliberate risk assessments. These initiatives had a positive impact on daily construction project execution, exercises and mission safety briefs.

Naval Mobile Construction Battalion 11 maintains a robust safety culture that adheres to the command's guiding principles to "Take no unnecessary risk and protect your Seabees at work and at home." This mindset coupled with innovative action and dedication to the Navy mission has been instrumental in attaining an impressive safety record of eliminating preventable mishaps while enhancing the readiness of the naval forces.

U.S. Navy (Individual)
Chief Construction Electrician Brian Neilsen,
U.S. Navy, Port Hueneme, California

Chief Construction Electrician Neilsen is a consummate professional whose leadership, ingenuity and unwavering commitment to safety significantly contributed to improved operational readiness at Naval Mobile Construction Battalion 3 from the deckplates to the wardroom, ensuring safety is embodied as a core value.

Neilsen is an exemplary safety professional in all respects and his knowledge, engagement and supervision of the command safety program has had immeasurable results. Neilsen expertly led 22 safety programs and 20 safety representatives by aligning battalion operations, navy core values and the command safety philosophy into a coherent engagement plan. His influence ensured safety was present in all project planning and execution to ensure risk was properly mitigated, resulting in the completion of 23 deliberate risk assessments and 47 project safety packages. His robust program made certain that safety petty officer and safety staff members were equipped for the job site by facilitating key training to build core competencies and procuring $100,000 in safety equipment that made remote detail sites self-sufficient. Nielsen's anticipation and effectiveness in controlling hazards during the planning stages of every activity yielded notable results to include, a reduction in Class D mishaps from historical averages, a Safe Seabee of the Quarter recognition, 2022 Secretary of the Navy Safety Excellence Award, and back-to-back Battle "E" Awards. These efforts coupled with his dedication and performance positively impacted the safety culture of Naval Mobile Construction Battalion 3.

Neilsen's creativity, resourcefulness and boundless enthusiasm are hallmark traits of his work ethic that measurably improved Naval Mobile Construction Battalion 3 through integration of safety and risk management principles in naval operations. Neilsen is an indispensable member of the Navy's safety community.

GENERAL JAMES L. JONES SAFETY AWARDS

The General James L. Jones Safety Award is intended to stimulate safety through ideas, suggestions and programs that will reduce mishaps, injuries and fatalities within the Department of the Navy by providing special recognition to those who best exemplify and advance a culture of safety.

For outstanding work to advance safety in the United Sates Navy, the General James L. Jones Safety Award is presented to:

U.S. Marine Corps (Command)
Pacific-Marine Corps Base Camp Smedley D. Butler, Okinawa, Japan

Marine Corps Base (MCB) Camp Butler strengthens and enables force projection throughout the Indo-Asia-Pacific region through humanitarian support and defense of its allies, partners, U.S. territories, and geopolitical interests by providing logistics support, command and control, and world-class training venues that facilitate operational force readiness.

In 2022, MCB Camp Butler employed foundational and geographically based programs that enabled a well-rounded Marine Corps Safety Management System to mitigate risk and inculcate a culture of safety throughout the command. Integral to the MCB Butler safety program was a robust safety council and committee organization that fostered communication and coordination on safety and occupation health concerns necessary to seek leadership decisions. This communication and coordination was accomplished in various venues to include organic command staff and host nation representative ensuring transparency of safety campaigns, mishap occurrences and safety initiatives. MCB Camp Butler further implemented operational safety pauses at key timeframes when risk is traditionally elevated in a focused effort to highlight hazards, review policy and procedures, and emphasize proper risk management techniques. Dedicated programs have also been instrumental in success and safety of MCB Camp Butler personnel to include their installation motor vehicle training and licensing program and robust water safety program, which ensures both operational and recreational safety. MCB Camp Butler's pervasive safety culture has led to a consistent reduction in reportable mishaps over the past 3 years, both in numbers and severity, and directly contributes to the III Marine Expeditionary Force "Fight Tonight" ethos.

MCB Camp Butler's innovative actions and dedication to the Marine Corps mission with sustained commitment to stellar safety performance and achievement clearly demonstrates their excellence in mitigating risks, successfully eliminating preventable mishaps and enhancing the readiness of naval forces.

U.S. Marine Corps (Individual)
Michael A. James, Quantico, Virginia

Michael James is a consummate professional whose hard work, innovation and unwavering commitment to safety significantly contributed to improved operational readiness based on his leadership, expertise and infectious passion for preserving life.

As the Environmental and Explosives Safety Branch head of Logistics Combat Element Systems at Marine Corps Systems Command, James provided policy, direction, oversight and professional development for every explosives safety officer in the Marine Corps. James significantly enhanced the Marine Corps Explosives Safety Management Program by updating the Explosives Safety Inspection Evaluation Guide through collaboration with Fleet Marine Force and North Atlantic Treaty Organization partners while conducting munitions risk management assessment for service component commanders. Notably he was requested by name and supported a bilateral engagement with the Slovenian Armed Forces general staff to assist them with establishing an explosives safety management program. His laser focus on ensuring the safe handling, storage and transportation of ammunition and explosives across the globe has been instrumental in highlighting emerging concerns to include hybrid vehicle charging station shortfalls and lithium battery management procedures. His exposure and leadership to these aspects of the environmental and explosives safety portfolio has positively impacted the protection of the infrastructure aboard each installation and our most precious commodity, our men and women in uniform.

James' attitude, resourcefulness and boundless enthusiasm are hallmark traits of his work ethic that measurably improved the effectiveness of the U.S. Marine Corps Environmental and Explosives Safety Management Program. James is an indispensable member of the Marine Corps' safety community.

U.S. Marines with Battalion Landing Team 2/5, 31st Marine Expeditionary Unit, conduct a live-fire exercise aboard the Amphibious Assault Ship USS Tripoli (LHA-7), in the Philippine Sea, Aug. 25, 2022. Marines maintained their proficiency and lethality with M2A1 .50-caliber machine gun weapon systems while underway. (U.S. Marine Corps photo by Lance Cpl. Christopher Lape)

MISHAP

M2A1 .50 CALIBER MACHINE GUN BARREL CARRIER HANDLE

By Bradley Loftis, Deputy Director of Expeditionary and Special Warfare Safety, Naval Safety Command

In late 2022, a mishap occurred where a Browning M2A1 .50 caliber machine gun barrel carrier handle assembly was ejected into the path of the M2A1's bullets. A bullet struck the handle assembly causing minor shrapnel injury to another M2A1 operator.

The screw holding the catch securing the barrel carrier handle assembly in place had worked its way loose during normal firing operations. This action allowed the carrier handle assembly to slide rapidly down and off the barrel into the path of the bullets.

Naval Surface Warfare Center Crane (NSWC Crane) Division was notified of this incident and released an advisory message (061744Z MAR 23) to the fleet. The advisory stated the manufacturer insufficiently staked the carrier catch screw, allowing the handle assembly to loosen under normal operating conditions and eject from the end of the barrel. The advisory directed all commands with M2A1 weapon systems built before March 1, 2023, to complete the steps outlined in the MR-JXNR-F21-0150 REV. A – MAINTENANCE REQUIREMENT M2A1 BARREL CARRIER HANDLE REPAIR PROCEDURE. This issue does not affect M2A1s built after March 1, 2023.

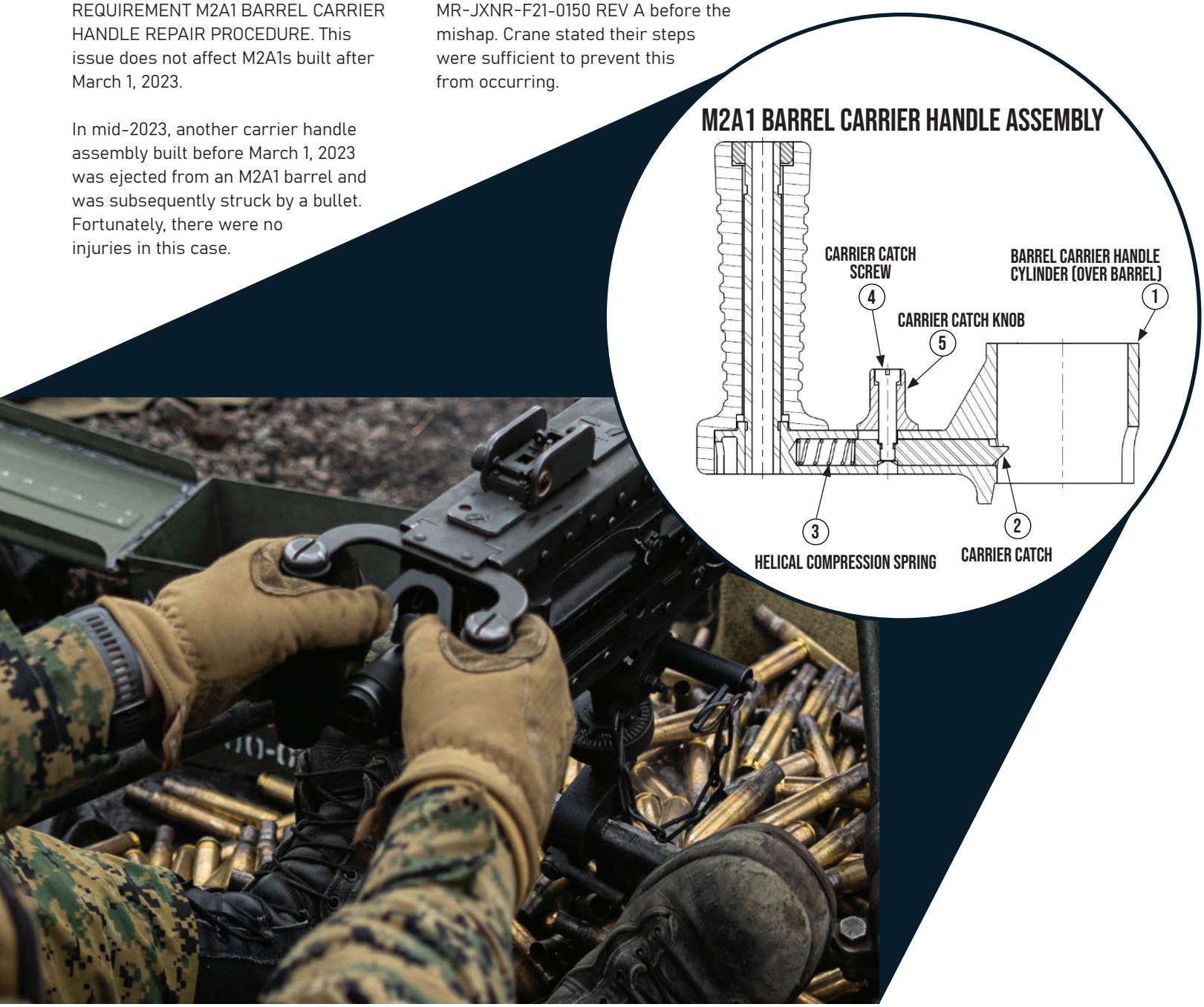
In mid-2023, another carrier handle assembly built before March 1, 2023 was ejected from an M2A1 barrel and was subsequently struck by a bullet. Fortunately, there were no injuries in this case.

After reviewing the OPREP message, Naval Safety Command contacted the mishap command and NSWC Crane to determine the underlying issue.

Was this the start of a new mishap trend? Did the mishap command disregard the advisory message? Was NSWC Crane's advisory message missing something?

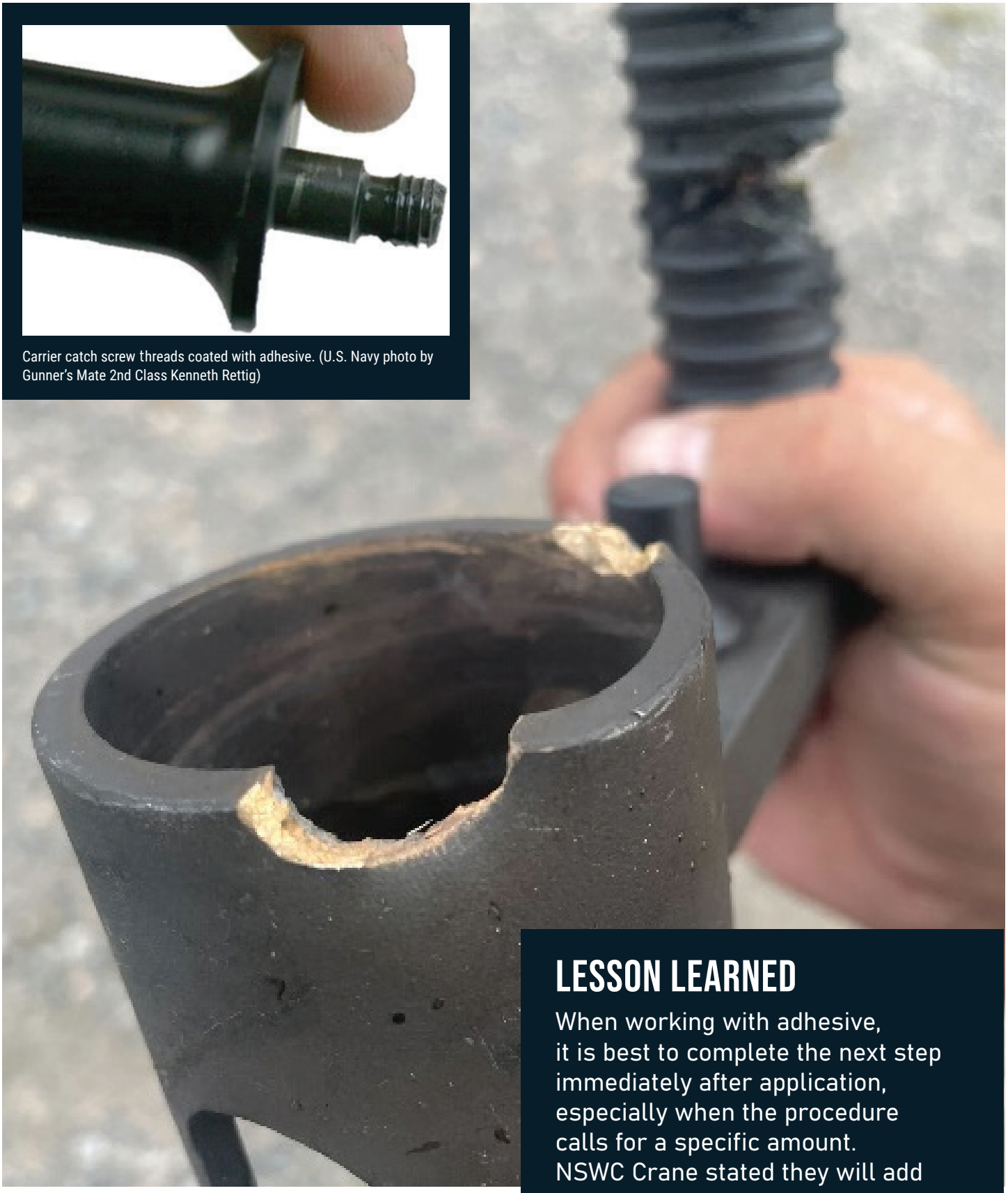
The mishap command stated they received the advisory message and conducted the maintenance steps in the MR-JXNR-F21-0150 REV A before the mishap. Crane stated their steps were sufficient to prevent this from occurring.

The mishap command investigated further. Within a few hours, they discovered the armorer who conducted the maintenance was working on several of their M2A1s at the same time. Usually, that would not be a problem. However, in this case one of the steps in the MR-JXNR-F21-0150 REV A required applying three drops of adhesive to the screw before threading.



U.S. Marines with 3d Battalion, 4th Marines fire an M2A1 machine gun during exercise Fuji Viper 23.2 at Combined Arms Training Center, Camp Fuji, Japan, Jan. 22, 2023. Fuji Viper provides U.S. Marines operating in Japan with realistic training opportunities to exercise combined arms and maintain proficiency, lethality, and readiness. (U.S. Marine Corps photo by Cpl. Diana Jimenez)

Carrier catch screw threads coated with adhesive. (U.S. Navy photo by Gunner's Mate 2nd Class Kenneth Rettig)



M2A1 barrel carrier handle assembly with bullet damage through the cylinder and handle. (U.S. Navy photo by Gunner's Mate 2nd Class Kenneth Rettig)

LESSON LEARNED

When working with adhesive, it is best to complete the next step immediately after application, especially when the procedure calls for a specific amount. NSWC Crane stated they will add a caution to the MR-JXNR-F21-0150, which should help prevent future misunderstandings or misinterpretations.

SAFETY TOOLBOX

Courtesy of Naval Safety Command

Your safety toolbox contains everything you need to reduce harm to the force. Understanding these tools can save lives. Recognizing and reporting small mishaps and near misses will help prevent future fatalities and preserve the force.

Ignoring safety tools diminishes our readiness by removing Marines, Sailors and civilian employees from their units and workplaces due to injuries or worse, fatalities. Maintaining a safe standard ensures personnel, equipment and weapons are at the ready and the Marine Corps maintains its sharp advantage.

All levels of the Corps, from the most junior private to the commandant, must use their safety toolbox to foster the culture necessary to prevent mishaps, the associated material losses, injuries, occupational illnesses and fatalities.

MCSMS MCO 5100.29C

CMC SD PUBLIC WEBSITE

MCSMS REQUIREMENTS TRACKER

SAFETY AWARENESS PRODUCTS

MCSMS CHECKLIST FOR FUNCTIONAL AREA

SAFETY BEST PRACTICES

MarineNet Login

GROUND SAFETY TRAINING AND READINESS MANUAL NAVMC 3500.11A

MISHAP LIBRARY

MarineNet Login

SAFETY INVESTIGATION AND REPORTING GUIDE

GROUND WARRIOR MAGAZINE

SLEEP MANAGEMENT
FIGHT FATIGUE

By Dr. Camila Almeida
Consortium for Health and Military Performance (CHAMP)
Human Performance Resources by CHAMP (HPRC)

Sleep impacts every part of the human body and is essential to military health, wellness and performance.

Sleep supports performance across all domains of Total Force Fitness (TFF), an approach to human performance optimization (HPO) that encompasses physical, mental, social, nutritional, spiritual, medical, financial and environmental fitness. In the same way, sleep deprivation can hurt your overall performance and decrease your military readiness and safety.

During overnight and extended operations, you can use specific strategies as part of a fatigue management plan to boost alertness and improve your performance across many areas of TFF. Getting enough sleep on a regular basis sets the foundation for an effective fatigue management plan. Service members should strive to get 7-9 hours of sleep every night for optimal performance.

Getting less than the recommended hours of sleep each day leads to sleep debt. Going into a period of night operations without an existing sleep debt and optimizing sleep quality and quantity over the preceding two weeks will ensure maximum readiness to face a period of sleep deprivation.

Sleep and Performance: The benefits of getting 7-9 hours of sleep per night.

Physical fitness

- When you're asleep, your skeletal muscles reach a state of deep relaxation, allowing for rest and recovery after any level of activity, including intense exercise.
- Sleep promotes muscle repair, tissue growth and hormone regulation — essential processes for maintaining and growing muscle mass.
- When you're well-rested, you can exercise with greater stamina and efficiency, minimizing the risk of injury and achieving better overall performance.

Mental fitness

- Sleep helps stabilize emotional control and improve self-regulation. Getting enough sleep is essential for regulating both emotional input (desires, impulses, feelings, reactions) and executive function (judgment, reasoning, self-control) to minimize the impact of unbalanced emotions on decision-making or behavior.
- Sleep helps restore cortisol, a stress hormone, back to its baseline level Cortisol can increase in response to various stressors to support performance, boost energy and sharpen focus. But sleep deprivation can lead to chronically high cortisol levels, which can hurt your health and performance.
- Sleep also supports and refreshes three components of cognitive performance: working memory, attention and alertness. Working memory, attention and alertness work together to support clear thinking, information-processing, planning and decision-making.

Social fitness

- Adequate sleep improves the ability to self-regulate, leading to better communication.
- Regularly getting enough sleep can increase empathy, openness to others and a willingness to resolve conflicts.

Nutritional fitness

- During sleep, your body balances hormones responsible for controlling hunger and fullness, which help ensure your food consumption aligns with your metabolic needs. But lack of sleep disrupts the balance of hunger-regulating hormones, increasing the hormone that stimulates appetite while decreasing the hormone that suppresses it. As a result, sleep-deprived people can consume more than 300 extra calories a day beyond what they need, leading to unwanted weight gain. They also tend to crave more calorie-packed foods, such as sweets and fatty foods.

Spiritual fitness

- Core beliefs and values that drive meaning, purpose and connectedness in life. Spiritual fitness includes the commitment to service and the meaningful relationships you build with your family, team members, unit and nation.
- Adequate sleep supports self-regulation, an essential aspect of living according to your core beliefs and values as well as fostering relationships with others. By prioritizing sufficient sleep, you can strengthen your spiritual well-being and maintain a sense of purpose and connectedness in life.

(Continued on next page)

Medical fitness

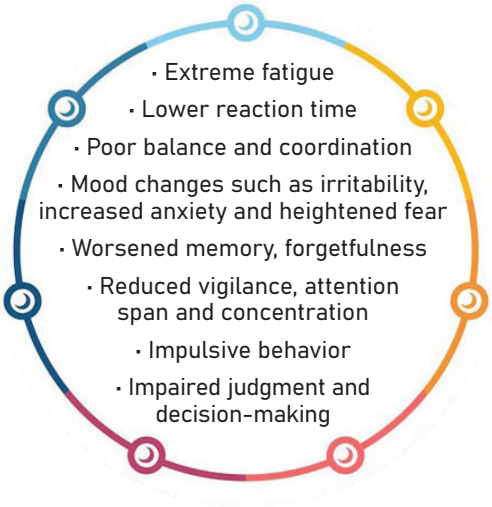
- Sleep can reduce the risk of infectious and chronic diseases. During sleep, your body replenishes essential immune cells that help produce antibodies, prevent infections and combat cancers.
- The quality and quantity of sleep you get directly influence how effectively your body responds to immunization, by affecting the ability to produce antibodies.
- When you don't get enough sleep, you could experience slowed injury recovery, increased sensitivity to pain, a weakened immune system and frequent illnesses, such as cold and flu.

Financial fitness

A well-rested mind thinks more clearly, makes better decisions and helps reduce the risk of giving in to impulsive buying and making risky investments.

Acute signs of sleep deprivation

Some of the effects of sleep deprivation listed above — weight gain, for example — develop gradually over time. Others become noticeable after being awake for 18 hours or more. You can use the acute signs of sleep deprivation to find the ideal time to implement a fatigue management strategy. The following signs of sleep deprivation emerge after 18 hours of being awake and intensify with time:



Staying awake longer than 18 hours or regularly getting less than seven hours of sleep impairs your working memory, ability to concentrate, situational and battlefield awareness, focus, hand-eye coordination, reaction time, decision-making and multitasking abilities.

> Lack of sleep is equivalent to being drunk: After 24 hours of being awake, cognitive performance drops to a level equivalent to having a 0.1% blood alcohol concentration — about four drinks for a 150-pound person.

Working while sleep-deprived can decrease personal and mission safety. Slowed reaction time can contribute to life-threatening accidents and impaired decision-making can lead to errors when you're assessing environmental dangers and determining the appropriate course of action. In addition, compromised balance, coordination and reaction time can increase the risk of musculoskeletal injuries, further impairing operational readiness.

Operational fatigue management in action

An effective fatigue management plan is key to supporting performance and enhancing safety during operations and exercises. Exploring available options and identifying appropriate courses of action in advance can contribute to a successful strategy.

For example, if you know from previous experience that around 1 a.m. during a night shift is when you feel an urge to sleep — and that this time coincides with a mission-critical period — plan to either get extra sleep before then or have 200 milligrams of caffeine around this time.

Sleeping for 7-9 hours as regularly as possible is a foundational component of an effective fatigue management plan. Getting less than the recommended sleep hours leads to sleep debt, which you want to avoid for your fatigue management plan to work.

If you're not scheduled for night operations and exercises, try to maintain a consistent wake-up time for most days of the week, including weekends, and adjust your bedtime to get 7-9 hours of sleep each night.

Avoid caffeine 4-6 hours before bedtime for a good night's sleep. Sensitivity to caffeine varies from person to person. You might need to stop caffeine earlier in the day if the 4- to 6-hour time frame impacts your sleep. Caffeine will mask your fatigue level and make it hard to fall asleep. The next day, you will probably need to have more caffeine than usual to offset the consequences of poor sleep.

Sleep Debt and Sleep Banking videos available.

Optimize your sleep routine for new shifts

For service members assigned to extended shift work and a pulling 180 on their circadian rhythm, keeping a consistent sleep schedule throughout the entire period can help you adjust your circadian rhythm to support night work.

- Tailor your sleep window. Consider your social and family commitments and find the best time to get uninterrupted sleep. It might be easier to fall asleep between 1 and 3 p.m., but identify the time that works best for you.
- Create an optimal sleep environment. Adjust the temperature and reduce light and noise for good sleep.
- Prioritize sleep duration. Strive for 7-9 hours in a single stretch of sleep. If this isn't possible, sleep two periods of shorter sleep.
- Establish a consistent routine. Keep a daily schedule and try to sleep and eat every day at the same time. This practice can help you optimize your performance by aligning your internal clock with your activities.

Strategies to manage operational fatigue

There are three phases to managing operational fatigue: preparation, execution and recovery.

Preparation

- Focus on banking sleep hours to help offset the consequences of sleep deprivation during operations and exercises. Up to two weeks before a known operation or exercise, plan to sleep extra hours whenever you can.
- To sleep-bank get extra sleep, for any length of time, away from bedtime. Long bouts of sleep during the day can make it hard to fall asleep at night, so if sleeping during the day interferes with falling asleep at your usual bedtime, cut back on daytime sleep. It's important you prioritize the length and quality of nighttime sleep.
- Caffeine consumption and stimulating activities can make it tough to fall asleep, so limit them when you're trying to get extra sleep during the day. Taking advantage of afternoon dips in alertness that typically occur between 1 and 3 p.m. can make falling asleep easier.
- If you're unable to schedule daytime sleep, another strategy is to try increasing how long you sleep at night by either going to bed earlier or waking up later. Try incrementally adding a few minutes each night. If your work schedule does not allow for flexibility, focus on getting extra sleep on your days off.

FATIGUE MANAGEMENT STRATEGIES FOR SHIFT WORK & SUSTAINED OPERATIONS

DURING REGULAR DAYTIME OPERATIONS:

- **Learn how much sleep you need** to sustain your optimal health and performance.
- Develop good **sleep** habits.
- Maintain a consistent sleep schedule to help you get **7–9 hours of sleep.**
- Learn the different ways you can use **strategic napping** to optimize your performance.

UP TO 2 WEEKS PRIOR:

- **Sleep longer or nap** to bank sleep hours to help offset the impacts of sleep deprivation.
- The **more hours** you bank, the better.

1 DAY BEFORE:

- Sleep **as long as you can** in the morning.
- **Nap and exercise** (the order doesn't matter) as close to the start of your shift or mission as possible.

DURING SHIFT WORK & SUSTAINED OPERATIONS:

- **Nap!** Try safety-first naps or **"nappuccinos"** (coffee naps) to reset your alertness.
- Consume up to **200 mg of caffeine every 4 hours** as needed.
- Expose yourself to **sunlight.**
- Perform a short bout of **high-intensity exercise.**

AFTER AND BETWEEN SHIFTS OR SUSTAINED OPERATIONS:

- **Time your last dose of caffeine** so you can finish your shift (or get home) safely but still get to sleep quickly.
- **Sleep** as soon as possible and for as long as you can after your shift.
- **Optimize your sleep environment**—temperature, light, and noise—as best you can for good sleep.
- Fall asleep more easily with **mindfulness, deep breathing,** or **progressive muscle relaxation techniques.**
- **Nap** as needed.

BACK ON DAYTIME OPERATIONS:

- Maintain good sleep-hygiene habits.
- Continue to try and get the required **7–9 hours of sleep.**
- **View sunlight** as soon as you're up in the morning to help reset your internal clock to a consistent sleep-wake schedule.
- Pay off sleep debt through **strategic napping.**

- Before night operations or an exercise starts, sleep as long as possible in the morning, delaying physical training until the afternoon. If possible, get extra sleep during the day too.

Execution

- Implement one or more strategies to manage sleep deprivation. Signs of sleep deprivation may start to appear after 18 hours and often temporarily improve after 24 hours due to the circadian rhythm.
- Sleep uninterrupted for 10–30 minutes. If you're groggy when you wake up, have some caffeine right before sleep. Caffeine takes about 20 minutes to start acting in the brain and can help reduce grogginess when you wake up.
- Caffeine use within recommended limits can be an effective tool to decrease the signs of sleep deprivation.
- Expose yourself to sunlight during the day to increase alertness. Turn your face toward the sun, avoiding direct eye contact. Viewing sunlight during the day can help reduce the need for caffeine to stay alert.
- Complete a short bout of high-intensity exercise — it can boost alertness and cognitive function.

Recovery

- Prioritize paying off sleep debt and returning to your regular daily routine.
- Once an operation or exercise is over, try to sleep as soon and as long as possible.
- Plan to pay off sleep debt during the first few days after an exercise or operation ends. As with sleep banking, you can do this through daytime sleep or sleeping longer at night. Regardless of the approach, getting extra sleep is essential for replenishing your sleep and supporting optimal performance.
- When changing from shift work to daytime operations, go back to your usual bed and wake-up times as soon as possible.
- Expose yourself to sunlight in the morning to help reset your internal clock, which will make it easier to fall asleep at night. Within two hours of bedtime, limit exposure to bright light, which can disrupt your sleep-wake cycle.
- Use relaxation techniques to make it easier to fall asleep. It's common to have trouble falling asleep after being awake for a long time due to the activation of stress and fight-or-flight responses.
- To relax and calm your mind for better sleep, try activities like guided mindfulness meditations, progressive muscle relaxation and paced deep breathing. The techniques all involve intentional deep breathing, which activates the "rest and digest" system, the opposite of "fight-or-flight," to induce relaxation.

Guided Mindful Meditation, Progressive Muscle Relaxation, Paced Breathing, and more videos available.

To adequately fight fatigue, remember to avoid a sleep debt and optimize sleep quality and quantity when going into a period of night operations to help maximize performance. During operations execute strategies to manage sleep deprivation such as caffeine, sunlight and exercise. To recover, plan a lot of sleep to get back to peak operational readiness.

LESSON LEARNED

For optimal health and performance, strive to achieve 7-9 hours of sleep each night. Getting enough sleep will help your overall well-being and ensure you are ready for future challenges.

Senior Enlisted (Gunnery Sgt. and Above): Master Gunnery Sgt. Elvis Gonzalez

While serving as a safety and environmental manager for 3D Marine Logistics Group (MLG), Okinawa, Japan, Master Gunnery Sgt. Elvis Gonzalez provided occupational safety, health and environmental support to over 5,672 Marines, Sailors and civilians across the U.S. Indo-Pacific region, which consists of 13 geographically dispersed commands throughout Okinawa, Korea, the Philippines, Iwakuni and Hawaii. He provided mentorship for 37 diverse ground safety officers and ground safety managers and 182 safety representatives in their responsibilities of managing unit-level safety management systems.

Gonzalez established a weekly battle rhythm that included extracting Risk Management Information-Streamlined Incident Reporting (RMI-SIR) reports of open and overdue mishap investigations and mishap recommendations, investigated 71 mishaps and developed 76 mishap recommendations that included ensuring the identification of all causal factors and critical corrective actions to prevent similar mishaps from occurring in the future. Because of Gonzalez's intrusive safety leadership, 3D MLG saw a reduction in mishap rates, costs and lost time, implemented a robust monthly safety assist and inspection program. This program also included compiling a staff assistance visit (SAV) schedule for 13 units and superbly conducting six SAVs and three commanding general readiness inspections.

Officer: Chief Warrant Officer 2 Jeremy Owens

While serving as the unit safety officer, administrative laser safety officer, risk management instructor, recreational off-duty safety officer, radiation safety officer and fire warden for Combat Logistics Regiment (CLR) 1, Chief Warrant Officer 2 Jeremy Owens has been the primary contributor to the effectiveness and management of the unit. Applying meticulous detail, Owens drafted an updated safety management system order to ensure all aspects of the program were compliant and concepts of risk management are embedded in each aspect of daily operation.

Owens trained over 400 senior noncommissioned officers and officers on risk management fundamentals and personally briefed each new join. Owens provided oversight to the management of 17 sub programs within the safety realm. Endeavoring to raise the command's risk awareness, Owens ensured all reportable mishaps were input into the Risk Management Information Streamlined Incident Reporting system accurately and in a timely manner. This effort resulted in a positive impact and increased sharing of lessons learned across 1st Marine Logistics Group (MLG). With 16 subordinate commands within 1st MLG, Owens has been the constant driving force behind a proactive and effective safety management system.

WARRIOR PRESERVATION AWARD

For the best maintained and most comprehensive installation safety management system
Marine Corps Base, Camp Butler, Okinawa, Japan

MARINE CORPS SAFETY AWARD

For the best maintained and most outstanding command safety management system
Group II (Average population is 5,000 - 9,999): **3D Marine Logistics Group, Okinawa Japan**
Group III (Average population is 1,000 - 4,999): **Marine Corps Air Station Camp Pendleton, California**
Group IV (Average population is less than 1,000): **Marine Corps Logistics Base, Albany, Georgia**

FY22 MARINE CORPS SAFETY EXCELLENCE AWARD

This award is presented each fiscal year to one officer, one junior enlisted, one senior enlisted and one government civilian employee who made the most significant contribution to the Marine Corps Safety Management System.

All nominees are commended for significant contributions made toward reducing mishaps, increasing mission readiness and preserving our most precious asset – our Marines, Sailors and civilians. Congratulations to all for a job well done.

Junior Enlisted (E-6 and Below): Staff Sgt. Arturo Marquez

While serving as the unit safety manager, laser safety officer, fire warden, recreational off-duty safety officer, radiation safety manager and lead contact for the radio frequency safety program for 2d Radio Battalion, Information Group, II Marine Expeditionary Force, Staff Sgt. Arturo Marquez has been a superior performer in each of his duties.

With his innovative approach, Marquez created a digital documentation binder, encompassing all aspects of the safety management system. Marquez was a key figure in the development of the unit's SMS order and the commanding officer's safety policy and further crafted a ground mishap plan. Marquez has appointed the respective company gunnery sergeants as safety representatives to ensure a compliant and effective safety system at each level of the battalion. He ensured all appropriate fire wardens and radiation program assistants were fully trained. Marquez personally briefs all new members upon check-in to the unit to ensure all Marines were trained and equipped both on and off duty. Additionally, Marquez effectively managed risk management through every aspect of the unit's daily operations. This tireless dedication has resulted in the unit being at 100% for driver awareness training, 98% for risk management training and 96% for supervisor safety training. This effort resulted in a noteworthy annotation by his recent commanding general readiness inspection.

During his recent Inspector General of the Marine Corps (IGMC) inspection, Marquez proved a stellar performer with the IGMC inspector, taking four of his documents as a best practice for use throughout other units in the Marine Corps. Marquez has proven to be a steadfast pillar and example for all in keeping the workplace safe and is in the highest spirit of the U.S. Marine Corps and naval service.

Civilian of the Year: Ronald Lanoie

While serving as the safety manager for Marine Corps Air Station Beaufort, South Carolina. Ronald Lanoie has been instrumental in allocating the necessary funds, resources and personnel in the effort to reduce work-related injuries. Lanoie further procured funding and provided oversight of the installation's new airfield lightning protection warning light system. Lanoie worked diligently in continuing to educate Marines and civilians alike in all aspects of safety awareness and process improvement.

Lanoie was instrumental in the implementation of the supervisor's safety orientation course, which is taught at the corporal's course. Lanoie assisted sister installations with the identification and abatement of Occupational Safety and Health Administration violations and conducted an assessment of the organization's safety culture. Lanoie has been a recognized subject matter expert who assisted the Department of Defense Voluntary Protection Program (VPP) Center of Excellence with assist visits to the Pearl Harbor Naval Shipyard, NASA and served as a VPP Region IV instructor.

U.S. Marine Corps Staff Sgt. Thomas Mooney, a reconnaissance Marine with Maritime Special Purpose Force, 24th Marine Expeditionary Unit, emerges from the water during a dive on Camp Lejeune, North Carolina, Aug. 29, 2023. The Marines trained using enhanced diver propulsion devices to hone their skills with different insertion and exfiltration methods. (U.S. Marine Corps photo by Lance Cpl. Ryan Ramsammy)

LOOK AHEAD
GRADING CRITERIA
COMMAND'S SELF-ASSESSMENT

By Chief Warrent Officer 5 Eric Nabors, Expeditionary and Special Warfare Division Head, Naval Safety Command

Determining whether a command's self-assessment program is operating at a safe level, and whether it is above, at, or below fleet average is a critical component of the Naval Safety Command's (NAVSAFECOM) mission to assist with overall risk mitigations throughout the fleet. The determining self-assessment process is still evolving, but NAVSAFECOM is working to ensure the criteria is as objective as possible.

The following data highlights the proposed method for determining a command's self-assessment performance during a diving safety assessment (DSA) and to clearly define the criteria.

1.) Command self-assessment performance will be based on a 10-point scale. All commands will start assessments above average, with 10 points. All contrary criteria will be subtracted from the 10 points and no additional points will be added for compliance areas.

The grading scale is:
- 10-8 points after assessment: Above average
- 7-4 points after assessment: Average
- 3-0 points after assessment: Below average

2.) The commanding officer (CO) or executive officer (XO) in CO's absence (or officer in charge or leading chief petty officer for smaller dive lockers), will be asked the readiness level of the major programmatic elements being assessed during the DSA in-brief. They will be asked to rate the elements as green (programmatically sound, no known discrepancies), yellow (programmatically sound with some discrepancies, but still operational) and red (not programmatically functional and or significant discrepancies).

These responses will be recorded by the senior DSA assessor for comparison to the DSA results.

The major programmatic elements are (as applicable):
(a) Administration
(b) Training
(c) Operational Risk Management (ORM)
(d) Hazardous Material (HAZMAT)
(e) Diving Medical
(f) Recompression Chamber
(g) Compressor
(h) Air Systems and Stowage
(i) Divator Dive Panel (DP2)
(j) Self-Contained Underwater Breathing Apparatus (SCUBA)
(k) Mk 16 Underwater Breathing Apparatus
(l) Mk 20 Mod 0/1 Underwater Breathing Apparatus

(Continued on next page)

(m) Mk 25 Mod 2 Underwater Breathing Apparatus
(n) KM 37 Mod 0 Underwater Breathing Apparatus
(o) Diving Boat
(p) Diver's Handling Equipment
(q) Underwater Cutting and Welding

3.) Once the DSA is completed, the senior assessor will compile all data and determine the command's self-assessment performance with the following considerations:

(a) Deltas from the green/yellow/red self-assessment to the DSA findings. One color shift, (i.e., green to yellow, or yellow to red in either direction), will result in a subtraction of 0.5 weighted point from the 10-point scale. Two color shifts, (i.e., green to red or red to green), will result in a subtraction of 1.0 weighted point from the 10-point scale. This weighted grading will apply individually to all of the major programmatic elements. Points will be weighted so all applicable elements listed above equal 10 points total.

(b) Repeat discrepancies from a previous DSA or outstanding discrepancies from the previous diving operational readiness inspection (DORI) will result in a subtraction of 1 point from the 10-point scale. Significant discrepancies not reported during the in-brief will result in a subtraction of 1 point from the 10-point scale. This will apply individually to all discrepancies that meet these criteria.

(c) Lack of command involvement in the self-assessment process and the DSA procedures will also be scored unfavorably. Non-attendance of the CO or XO in the CO's absence (or officer in charge or leading chief petty officer for smaller dive lockers), at the DSA in-brief will result in a subtraction of 1 point from the 10-point scale.

4.) Table 1 shows an example of hypothetical data that would be obtained during a DSA:

Additionally, how well a command self-corrects issues that were self-assessed or assessed by outside entities will also be determined during the DSA. The following programs will be reviewed to determine a command's ability to self-correct:
(a) 3M audits, inspections, assists, spot checks and feedback reports
(b) Quality assurance audits and inspections
(c) Zone inspections
(d) Self-identified and corrected DSA discrepancies
(e) Corrective actions put in place to resolve any discrepancies identified in the above listed programs

Using a weighted points system for applicable programs, scoring CO/XO involvement and deducting points for repeat, significant and unresolved DORI discrepancies will provide an objective above, at, or below average grading criteria of command self-assessment for fleet units.

Navy divers assigned to Naval Special Warfare (NSW) Group 2 conduct training with an underwater propulsion vehicle, during a training exercise off the coast of Key West, Florida, Feb. 21, 2023. As a component of NSW, NSW Group 2 produces, supports and deploys the finest maritime commandos on the planet, enabling NSW to conduct full-spectrum operations to support national objectives. (U.S. Navy photo by Mass Communication Specialist 1st Class Trey Hutcheson)

SAMPLE DIVING SAFETY ASSESSMENT

	Dive Locker 1	Dive Locker 2	Submarine	Worst Performance
Admin	0	0.5	1	1
Training	0.5	0	0.5	1
ORM	0	0.5	0.5	1
Hazmat	0.5	0	0	1
Medical	1	0.5	0.5	1
Chamber	0	0.5	n/a	1
Compressor	0	0.5	n/a	1
Systems	0	0.5	n/a	1
DP2	0.5	n/a	n/a	1
SCUBA	0.5	0	0	1
Mk 16	n/a	n/a	n/a	1
Mk 20	0	0	n/a	1
Mk 25	n/a	n/a	n/a	1
KM 37	0	0	n/a	1
Boat	0	0.5	n/a	1
Eqpt	0	0.5	n/a	1
Cutting	0.5	n/a	n/a	1
Sum	3.5	4	2.5	17
Weighted Point Deduction	2.333333333	3.076923077	4.166666667	10
Significant /Repeat Hits	0	1	1	6
CO/XO @ Briefs	0	0	1	1
TOTAL SCORE	**7.666666667**	**5.923076923**	**3.833333333**	**-7**
	Average	Average	Below Average	Below Average

Table 1-Hypothetical DSA Data

SAFETY SPOTLIGHT

Aaron Davis
Deputy Safety Director
Marine Corps Installation Pacific,
Marine Corps Base Butler

Aaron Davis brings a wealth of knowledge and corporate experience to the safety management team and the Marine Corps, having served within the installation safety office in several key positions since 2006, a total of 15 years. His continuity within the organization plays a crucial role in the office's overall success in maintaining both traditional and nontraditional safety services.

Davis's expertise in overall personnel management has enabled fiscal maneuverability to address the challenges of budget execution in an overseas environment.

His expertise has allowed for the continuation of various safety training initiatives, innovative safety promotional campaigns and ongoing safety support, ensuring the availability and viability of USMC Core Safety Services for the tenant organization.

Furthermore, Davis's exceptional proficiency in federal, Department of Defense human resources and government of Japan policies and procedures facilitates aggressive recruitment efforts, minimizing gaps in safety program oversight and support.

2022 GEICO **MILITARY SERVICE AWARD** MARINE CORPS

The GEICO Military Service Awards Program recognizes enlisted members as citizens and service members. The award helps spotlight the valuable and lasting contributions that enlisted members make in their communities.

Master Sgt. Joshua C. Gonzalez is the Marine Corps recipient of the 2022 GEICO Military Service Award for his preservation, packaging, packing and marking (P3&M) expertise. He is assigned to 2d Supply Battalion, Camp Lejeune, North Carolina.

Gonzalez was an integral participant assisting the Logistics Distribution Policy Branch to restructure and develop tables of organization and equipment for the 3112/3152 military occupational specialty merger to ensure billets were staffed appropriately aligning with force design 2030. He developed and implemented cross-training with the distribution management specialists in order to perform P3&M functions before to the recently approved merger between the two fields. His forethought proved to be crucial step in establishing a baseline for training among Marines to better support the operating forces.

In addition to his technical acumen, he selflessly mentors today's youth. Due to his passion for education, he coaches first-year college students. This past year, he volunteered 600 hours to the Los Angeles School District, mentoring high school students facing adversity with bullying and inspiring them to continue striving for greatness. Gonzalez has also spent over 100 hours at local juvenile detention centers mentoring adolescents to help get their lives back on track.

SAFETY SPOTLIGHT

Travis Fowler
Project Development Supervisor
Marine Air Ground Task Force Training Command and Marine Corps Air Ground Combat Center (MAGTFTC/MCAGCC)

As a vital member of the public works division onboard Marine Air Ground Task Force Training Command and Marine Corps Air Ground Combat Center (MAGTFTC/MCAGCC), Travis Fowler assists with the construction, maintenance and future planning of all facilities onboard the combat center.

His collaborative efforts led him to partner with Brittany Holwerda, an occupational safety and health specialist, when an emerging need for a locally managed contract that could safely mitigate trauma scenes was identified. Historically, personnel were directed to clean affected areas, exposing personnel to blood-borne pathogens and mental trauma associated with cleaning surfaces affected by biological material. The team worked together to identify a contract solution that defined response times, identified cleaning procedures and specified disposal processes. Fowler's experience with specification writing and his affiliation with the Facilities Engineering and Acquisition Division team provided a unique opportunity to develop a responsive and all-inclusive contract. Like the trauma scene contract, Fowler again partnered to translate definable features of work into contract services where items such as lead, mold and asbestos can be addressed quickly and efficiently.

This collaborative effort provided an excellent example of how interagency communication and teamwork can lead to improved processes and protocols directly affecting service members' health and safety. Fowler's efforts and actions also enable MAGTFTC and MCAGCC leadership to demonstrate their commitment to preserving the health and safety of our Marines, Sailors and civilians

PREVENTION
CARBON MONOXIDE POISONING

By Sgt. 1st Class Wesley Prince 560th Battlefield surveillance Brigade Georgia Army National Guard

Hundreds of people die every year from unintentional carbon monoxide (CO) poisoning. Most of us, however, are still unaware of the dangers of this potentially lethal gas. Carbon monoxide is produced by the incomplete burning of carbon-based fuels such as gasoline, oil and wood. At high levels, it can kill a person within minutes. Fortunately, the dangers of CO poisoning can be limited in the home by taking precautionary measures.

Carbon monoxide can be produced in lethal quantities from automobile exhaust, faulty home heating systems, improperly used portable gas stoves and heaters, and improperly vented wood stoves and fireplaces, just to name a few. Identifying these items is imperative. Not only can lives be saved, but it's simple enough that families can educate others on how to identify the items as well. Most of the aforementioned fuel-burning appliances are necessities for our everyday lives, but there are right and wrong ways to use them.

It's important to recognize the symptoms of CO poisoning. However, given that CO is colorless and odorless, this can be difficult since the symptoms are similar to the common cold, flu, food poisoning or other illnesses. At moderate levels, some of the main indicators of CO poisoning are severe headache, dizziness, confusion, nausea or fainting. Low levels can cause shortness of breath, nausea and mild headaches as well as long-term effects on your health. Precautionary measures to protect your family from CO poisoning include:

• Have your fuel-burning appliances — including oil and gas furnaces, gas water heaters, gas ranges and ovens, gas dryers, gas or kerosene space heaters, fireplaces and wood stoves — inspected by a trained professional at the beginning of every heating season. Make sure flues and chimneys are in good condition and clear of any blockage.

• Choose appliances that vent their fumes outside whenever possible and have them properly installed and maintained according to manufacturers' instructions.

• Read and follow all of the instructions that accompany any fuel-burning device. If you cannot avoid using an unvented gas or kerosene space heater, carefully follow warnings that come with the device. Use the proper fuel and keep interior doors to the rest of the house open. Crack a window to ensure proper ventilation and fuel burning.

Actions that should not be practiced, include:
• Do not idle the car in a garage, even if the garage door is open. Fumes can build up very quickly in the garage and living area of your home.
• Do not use a gas oven to heat your home, even for a short time.
• Do not use a charcoal grill indoors, not even in a fireplace.
• Do not sleep in any room with an unvented gas or kerosene space heater.
• Do not use any gasoline-powered engines (mowers, weed trimmers, snow blowers, chainsaws, small engines or generators) in enclosed spaces.

• Do not ignore the symptoms of CO poisoning, particularly if more than one person is feeling them. You could lose consciousness and die if you do nothing.

Treating an exposure

According to the Environmental Protection Agency's (EPA) website, people who experience CO poisoning symptoms should take the following steps:
• Get fresh air immediately. Open all doors and windows to allow for ventilation, turn off the combustion appliance or device, and leave your house.
• Go to an emergency room for treatment. Tell the attending physician you believe you are a victim of CO poisoning. The physician can verify any CO poisoning by a blood test.
Installing a CO detector in the home is another smart measure you could take to protect your family. These detectors will sound an alert when a rise in CO levels is detected, allowing you to identify the cause and take the necessary action. An additional advantage is these devices are small enough to be installed in every room.

About those CO detectors

The EPA advises against being lulled into a false sense of security because you have installed a CO detector, as they are not considered as reliable as smoke detectors. According to the EPA, while various types of laboratory-tested detectors are available on the market today, they should never be considered as a replacement for properly using and maintaining fuel-burning appliances. If you decide to purchase a CO detector, use resources such as the American Gas Association to make an informed decision and be sure to look for the Underwriters Laboratories certification. For more information, visit the EPA website at http://www.epa.gov or the Occupational Safety and Health Administration website at http://www.osha.gov.

Accidental deaths in the home can be reduced tremendously. Even though CO is considered a "silent killer" due to the lack of odor and taste, implementing the aforementioned safety measures can protect your family from its dangers. For more information about preventing CO poisoning, visit the Centers for Disease Control and Prevention at http://www.cdc.gov/co/. (Article originally published in Risk Management Magazine.)

Put a FREEZE on Winter Fires

Home fires occur more in winter than in any other season. As you stay cozy and warm this winter, be fire smart!

DEC JAN FEB

Half of all home heating fires occur in December, January and February.

1 in every 7 home fires and **1 in every 5** home fire deaths involves heating equipment.

3 feet

Keep anything that can burn **at least 3 feet** from any heat source like fireplaces, wood stoves, radiators or space heaters.

Keep portable generators **outside, away from windows, and as far away** from your home as possible.

Install and test carbon monoxide alarms **at least once a month.**

Plug only **1 heat-producing appliance** (like a space heater) into an electrical outlet at a time.

Have a qualified professional clean and inspect your chimney and vents **every year.**

Store cooled ashes in a tightly covered metal container, and keep it **outside at least 10 feet** from your home and any nearby buildings.

For more information on how to prevent winter fires, visit www.usfa.fema.gov/winter www.nfpa.org/winter.

FEMA

U.S. Fire Administration

NFPA

Fire is Everyone's Fight®

RISK MANAGEMENT
LEADERSHIP TECHNIQUES

By Denis Komornik, Naval Safety Command High Risk Training Safety Analyst

One of the distinct benefits of being the old man is you can share all that you have learned with younger Sailors, Marines and civilians. I first came into the Navy in 1979, and after 26 years of active-duty service and nearly 16 years of government service, I can say I have seen my fair share of leadership styles. I've worked for many different leaders and served in various leadership positions. My accumulated experiences have left me with definite opinions on what constitutes a good leader and the techniques a good leader uses. These techniques separate a true leader from a faceless, bureaucratic manager.

Starting my career during the Carter years, continuing through the Reagan years, the numerous gulf wars, the global war on terrorism and on to the present, the leaders, tools and mission have changed; however, the goal that remained constant was mission accomplishment. The reason for our existence has never changed. How we got there depended on leadership and what tools those leaders employed. Tools used by an effective leader can assure mission accomplishment while mitigating risk and empowering the people working for that leader.

You might ask how this relates to risk management. Leadership is the bottom line in signing off on accepting, understanding and implementing controls involving hazards associated with the mission. Therefore, having good leadership skills and techniques is essential in the ongoing effort of managing risk. Here are some of the leadership techniques I have observed over the past 42 years:

There is no limit to what people can do or where they can go if they don't mind who gets the credit.

This paraphrased quote was on a plaque that Ronald Reagan kept on his desk and illustrates his leadership style. Complex mission accomplishment is rarely the result of one person's efforts. Senior leadership can motivate and empower subordinates by allowing them to share in the accolades of a job well done. It is the personnel under leadership who made it happen and deserve the credit. This can take many forms, including public recognition and individual awards.

Under this category are several tenets, one of which is praise in public, counsel in private. Another is take an active role in mentoring your personnel and supporting their efforts at promotion and advanced education. These tenets are intuitive to the good leader. Notice I said leader, not manager. When leaders don't care if they get the credit, their subordinates respect that and begin to imitate the leader's behavior. When this happens, there is no limit to what can be accomplished. Leaders who actively seek out and welcome challenges, rewarding those who regularly speaking out will develop a stronger pipeline of future risk leaders. True power is getting people to do what you want them to do by making them feel that it's in their best interest.

Any senior ranking person of a can scream and bark orders at a subordinate, but how well will the subordinate complete the task under those circumstances? Are personnel completing tasks to stop the superior from screaming or do they really want to do a good job? The best leaders are not screamers or tyrants, instead they lead from the front and by example. Their personnel want to emulate them. A leader is out and about around the command and knows their personnel, their jobs and the operations tempo being placed upon those personnel. When they see the leader, they are not afraid to speak the truth on what is happening and their beliefs on how to correct deficiencies. A true leader can inspire people to get the job done because of them, not in spite of them. Empowering personnel can ultimately lead to better risk mitigation.

A good leader will always have people's best interest at heart when approaching work.

Leaders will inspire their troops by taking care of them, whereas managers often have a cold, bureaucratic approach to task completion. I was fortunate to work under Rear Adm. John "Bill" Goodwin during the pre-commissioning and commissioning of the USS Ronald Reagan (CVN 76). On numerous occasions during that time, he discussed his views on leadership, which involved understanding and working well with a diverse range of people while demonstrating a healthy dose of humility. His main leadership style to ensure mission accomplishment during our buildup period was to take care of the crew. His actions of ensuring applicable training and providing the tools required to effectively complete assigned jobs enabled the crew to meet the mission objective of bringing the ship to life.

Beware of the leader who doesn't know how to say "I don't know" or "I was wrong."

Being able say these words takes an inner strength and conviction that helps define a true risk leader. One does not always have to know the answer, just where to find it. One does not always need to be right. We're all human, and we make mistakes. It's how we learn – how we self-correct going forward is what defines us.

Integrity in leaders is being honest, trustworthy and reliable.

Leaders with integrity act in accordance with their words, i.e., they practice what they preach and own up to their mistakes. Integrity is a characteristic that risk leaders regard as a must, as it goes to the heart of the mission of each organization.
Putting it all together.

The above list of qualities are only a few of many qualities good leaders can embrace to make their job both rewarding and enjoyable. The goal for a risk leader is to develop a foundational level of capability, play to their distinctive strengths, be aware of gaps, and ensure there are measures in place to compensate for the gaps. Just as importantly, leaders can empower their people to work to their fullest potential while taking pride in all they have accomplished.

The USS Ronald Reagan (CVN 76), Ticonderoga-class guided-missile cruiser USS Chancellorsville (CG 62), Arleigh Burke-class guided-missile destroyer USS Benfold (DDG 65), Republic of Korea Navy destroyer ROKS Munmu the Great (DDH 976), and Japan Maritime Self-Defense Force destroyer JS Asahi (DD 119), steam in formation in waters east of the Korean Peninsula, Sept. 30 2022. (U.S. Navy photo by Mass Communication Specialist 3rd Class Daniel G. Providakes)

MCSMS

The Marine Corps Safety Management System (MCSMS) is a framework of policies, procedures and processes for managing safety and occupational health (SOH) risks across all functions and mission sets of the Marine Corps.

The MCSMS is a systemic approach to risk management in planning and executing operations that enhance unit effectiveness through the preservation of manpower and resources.

How does the MCSMS work?

The MCSMS functions throughout the service via four means:

1. Policy and Leadership
2. Risk Management (RM)
3. Safety Assurance
4. Safety Promotion and Training

EVERY FIVE YEARS, WE LOSE MORE THAN A PLATOON'S WORTH OF MARINES AND SAILORS ...ALL DUE TO PREVENTABLE MISHAPS.

Policy and Leadership

- Policy provides commands the requirements, roles and responsibilities in executing all functional areas of safety
- Policy also sets the expectations, objectives and guidance for participation, risk tolerance and safety processes for personnel within the command.
- Commanders have overall responsibility for safe operations of the organization and must clearly establish a positive safety culture and accountability within the command.
- It is crucial for commanders to communicate their commitment to the safety and health of our Marines, Sailors and civilians.

Risk Management

- With hazards and risks present on and off duty, leaders and personnel must understand how to assess and manage risk to achieve mission success and preserve combat readiness.
- Risk cannot be completely eliminated in all missions and activities of the Marine Corps, but deliberate incorporation of RM can minimize it as much as possible.
- The RM process:
  - Identify the Hazards
  - -. Assess the Hazards
  - -. Make Risk Decisions
  - -. Implement Controls
  - -. Supervise

Safety Assurance

- Safety assurance includes evaluating, reviewing, monitoring and process improvement that assures commander safety elements are being practiced and improved upon.
- Identifies:
  - SMS deficiencies and opportunities
  - New hazards
  - Effectiveness of risk controls
  - Regulatory requirement compliance
- Components:
  - Inspections
  - SMS self-assessments
  - Monitoring (review metrics available)
  - Safety Climate Assessment Surveys
  - Command Culture Workshops

Safety Promotion and Training

- Safety promotion increases awareness of MCSMS objectives and benefits to personnel within the command.
- Ensures commands communicate lessons learned, evaluation results, mishap data, preventive and corrective actions, safety education, and risk management training.
- Formal and informal training on SOH and military-unique activities and topics are necessary to ensure a fully functional SMS.
- All personnel throughout the command should know and understand all MCSMS requirements that apply to their individual duties and responsibilities.

Why is it Important?

- Every five years, we lose more than a platoon's worth of Marines and Sailors and about $3.5 billion in equipment - all due to preventable mishaps.
- Safety enables, not hinders, warfighting, lethality, mission accomplishment and combat success by placing value in the preservation of our personnel and resources.
- By prioritizing safety and adhering to those policies and procedures written in blood, we honor the sacrifices of those who have lost their lives and suffered injuries in service to our nation.

MCO 5100.29C, Marine Corps Safety Management System

- MCSMS details systemic policies, practices and procedures for the improvement of operational readiness, the prevention of mishaps and the management of safety activities.
- Details deliberate procedures to identify hazards, assess risk and implement controls in all safety disciplines for all Marine Corps commands, units, activities and installations across the globe.
- Prescribes roles and responsibilities from commanders down to the small unit level for active participation in the command SMS to create a safe and healthful work environment for everyone.

Marine Corps Safety Management System Highlights:
SMS Requirements Tracker

- Developed to assist commanders in managing and tracking all safety requirements outlined in MCO 5100.29C.
- Provides leadership at both the unit level and higher headquarters a detailed awareness of overall safety and safety cultural readiness.
- Tracker consists of 30 unique categories that measure a different components of command's safety readiness.
- All O-5 and higher commands will incorporate the SMS tracker into their quarterly command safety councils and submit to their higher headquarters safety representatives for consolidation.
- The SMS tracker is submitted quarterly to the Commandant of Marine Corps Safety Division by major commands.

MCSMS Changes:
SMS tracker submissions now quarterly, vice monthly.

- Per MARADMIN 254/23, SMS tracker submissions are now submitted quarterly, no longer monthly, to complement commands' quarterly safety councils.

8-Day Briefs

- Per MARADMIN 743/20, 8-Day Briefs are no longer used by the Marine Corps to report Class A and B mishaps to reduce redundant reporting on affected commands.
- The important information and details of these events are captured in initial incident reports and required mishap investigations.

Suicide Prevention

- No longer reported to safety.
- Suicides and suicide attempts are reported, tracked and managed by Deputy Commandant (DC), Manpower and Reserve Affairs (M&RA), Marine and Family Programs.
- For information and reporting guidance, refer to the DC, M&RA Suicide Prevention Capability via QR code.

Aircraft recovery Marines stationed at Marine Corps Air Station (MCAS) Yuma assigned to Headquarters and Headquarters Squadron (H&HS), perform annual certification on E-28 Arresting Gear in support of all tailhook aircraft aboard MCAS Yuma. The arresting gear helps aircraft perform emergency landings when necessary. (U.S. Marine Corps photo by Lance Cpl. Sabrina Candiaflores)

SAFETY SPOTLIGHT

Anthony Potter
Explosives Safety Officer
Marine Corps Base Camp Butler

Anthony Potter brings unique expertise and vigilance as the explosives safety officer for Marine Corps Base Camp Butler, Okinawa, Japan. With keen oversight, he conducts over 60 explosives safety inspections across nine camps each year, ensuring adherence to exacting safety standards that bolster overall explosives safety compliance across the island.

Potter's expert knowledge helped him spearhead the development of pioneering local procedural guidance for recognizing, reporting, responding to, recovering and destroying unexploded ordnance and munitions and explosives of concern discovered at construction sites funded by the government of Japan's Defense Policy Review Initiative on Okinawa. This first-of-its-kind protocol mitigates potentially catastrophic explosions and protects military and host nation personnel at construction project sites on Marine Corps camps across the island.

Further, Potter helped develop a robust explosives driver training program and accompanying curriculum used by three major subordinate commands on the island to ensure explosives driver candidates are properly vetted, screened, instructed and tested before they receive an explosives driver endorsement. His personal oversight has strengthened this program locally and epitomizes the spirit of safety excellence within the Marine Corps explosives safety community.

MENTAL HEALTH ROADMAP

Are you feeling stressed and need help, but don't know where to start?

START HERE

Command:

EXPANDED OPERATIONAL STRESS CONTROL

Navywide peer-to-peer stress control program that provides resilience education and training that promotes early recognition and mitigation of stress-related problems.

Contact your E-OSC Team Leader:

_____

COMMAND CHAPLAINS

Chaplains provide more than spiritual counseling – talking to your Chaplain is 100% confidential, with no reporting requirements and no health record documentation.

Contact your Chaplain:

_____

MILITARY & FAMILY LIFE COUNSELING

MFLC provides non-medical counseling with flexible locations, no referral needed, no health record documentation, and minimal reporting requirements.

Contact your MFLC:

_____

INDEPENDENT DUTY CORPSMAN/ GENERAL MEDICAL OFFICER

IDCs and GMOs can place referrals to embedded mental health, MTFs, and network providers for serious conditions or duty determinations. They provide medical management for most mental health concerns and can communicate with CO and other providers.

Contact your IDC or GMO:

_____

MILITARY ONESOURCE

Counseling for family, financial, stress, and coping skills with no referral needed and no health record documentation.

Contact Mil OneSource: 800-342-9647 or live chat on www.militaryonesource.mil

FLEET AND FAMILY SUPPORT CENTER

Offers individual and couples life skills counseling, with no referral needed and no health record documentation.

Contact your FFSC:

_____

EMBEDDED MENTAL HEALTH

EMH can evaluate and treat mental health conditions with therapy and medication. EMH is authorized to determine fit for duty and to communicate diagnosis and plans with other providers and CO.

Contact your EMH:

_____

MILITARY TREATMENT FACILITIES

Provide inpatient psychiatry and emergency room services, group treatment, and comprehensive care; authorized to make military duty determinations and to communicate with other providers and CO.

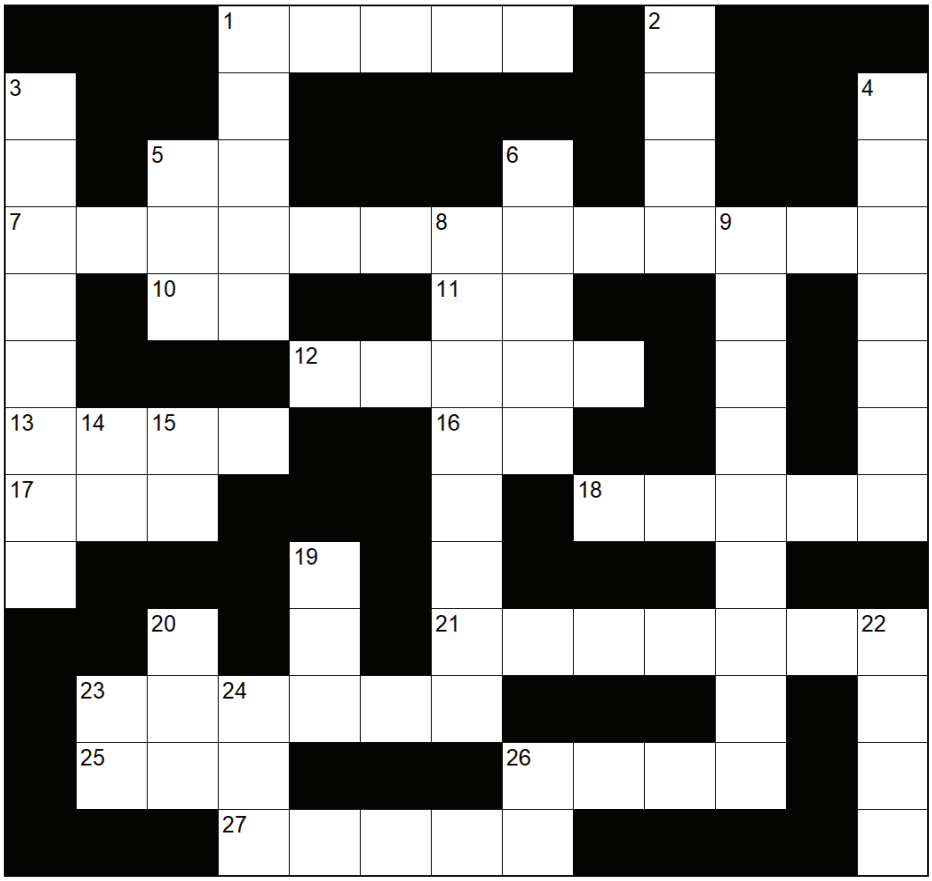
Schedule an appointment:

_____

EMERGENCY ROOM

ERs are for life-threatening conditions; ie. the patient is a danger to self or others, or has become gravely disabled.

MyNAVYHR



GROUND WARRIOR CROSSWORD

DOWN

1. Cuba
2. Sub power
3. Block
4. High and tight
5. Ammo storage
6. Horn
8. Red led
9. Pencil
14. Laugh
15. Recon position
19. Vest or glasses
20. Chief or band of
22. Equipment
23. Advance
24. Recede
26. Respectfully submitted

ACROSS

1. Gunnery sergeant
5. Location
7. Lance corporal
10. Area to control
11. Executive director
12. Undo boots
13. Food
16. Skipper
17. Run in a circle
18. Valuable property
21. Promotion
23. Uniform
25. Restricted area
26. Probable harm
27. Jails

SAFETY SPOTLIGHT

Brittany Holwerda
Occupational Safety and Health Specialist

Brittany Holwerda helps lead the way with safety initiatives at Marine Air Ground Task Force Training Command and Marine Corps Air Ground Combat Center (MAGTFTC/MCAGCC) Twentynine Palms, California. She is a founding member of MAGTFTC/MCAGCC's Lead, Asbestos and Mold Management Board, established in 2020. Holwerda's efforts were integral in establishing Combat Center Order 5100.2E, where her experience with the public works division (PWD) and the naval hospital allowed her to provide a unique perspective. Her holistic approach to these types of safety conversations have opened the door for collaborative efforts onboard the installation.

In 2021, MAGTFTC/MCAGCC Mission Assurance (MA) team realized an emerging need for a locally managed contract that could safely mitigate trauma scenes. Without a process that provided clear direction, personnel were directed to clean affected areas, exposing them to blood-borne pathogens and the mental trauma associated with cleaning surfaces affected by biological material. Commands also requested services using one-time contract actions resulting in coordination difficulties and pricing restrictions. Holwerda coordinated with others to identify a cost-effective contract solution that defined response times, identified cleaning procedures and specified disposal processes. The contract was agile so staff could respond to variables that often accompany trauma scenes. Along with contract development, Holwerda chaired a team to develop a combat center order that defined the roles and responsibilities of agencies responding to a trauma scene on board MAGTFTC/MCAGCC. The combined efforts of MA, PWD and installation affiliates resulted in MCAGCC's ability to quickly respond to trauma scenes with a clear and defined purpose.

Holwerda continued to partner with others to translate definable features of work into contract services where items such as lead, mold and asbestos can be addressed quickly and efficiently. Through her efforts, Holwerda provides the installation with the tools to mitigate health and safety concerns often present with aged infrastructure.

THE GROUND WARRIOR TEAM WANTS TO HEAR FROM YOU!

We want to improve upon every product we produce for our Marines, Sailors and civilians.

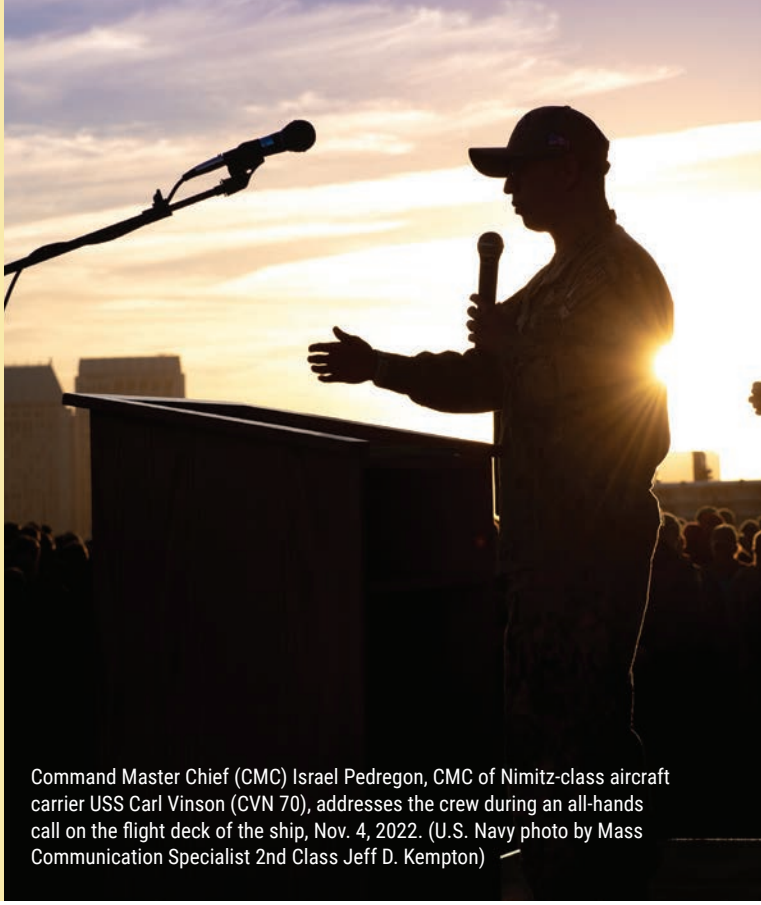
We need input from you, the ground warrior on the field, about the content we provide.

Please take the time to scan the QR code and answer a few questions. Your feedback will help us improve the content of Ground Warrior Magazine and other safety products and publications.

Your safety opinion is needed

From everyone at the Ground Warrior team,

thank you!



Command Master Chief (CMC) Israel Pedregon, CMC of Nimitz-class aircraft carrier USS Carl Vinson (CVN 70), addresses the crew during an all-hands call on the flight deck of the ship, Nov. 4, 2022. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jeff D. Kempton)

Would you like to recognize a safety professional in the Ground Warrior Safety Spotlight?

*Email **GroundWarriorMagazine@usmc.mil** or call **703-604-4172** for more information!*

SAFETY SPOTLIGHT

Capt. Ryan Joyner
Ground Tactical Mishap Investigator
Naval Safety Command

As one of the ground safety investigators for Naval Safety Command, Capt. Ryan Joyner provides professional assistance and expert advice to safety investigation boards for Class A training mishaps across the globe.

Joyner's responsibilities include, but are not limited to, ensuring the effective and efficient conduct of mishap investigations and ensuring the board follows recognized investigative techniques to arrive at sound conclusions and immediately actionable recommendations across the force. He often provides keen insight and guidance to multiple senior officers during the investigation and liaises with vested agencies such as Systems Command and Range Training and Management to identify mishap causal factors. From these various safety mishaps, Joyner collects and compiles pertinent information and develops lessons learned products for dissemination throughout the service to help decrease the chances of similar future mishaps.

Because of his experience, Joyner is one of the few individuals entrusted with teaching the Ground Mishap Investigations Course to unit ground safety officers and managers. Between his investigative and teaching duties, Joyner found the time to become a reviewing official in the Defense Travel System. This position allows others on Joyner's team to rely on him for responsive support to timely travel needs during investigations. Not to mention he recently became a father. Welcome to the safety team, baby Joyner!

STAY CONNECTED!

Commandant of the Marine Corps Safety Division

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Naval Safety Command

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RESOURCES

Learn more about the Navy's Safety Management System, assessment process, and our data and analytics products:
https://navalsafetycommand.navy.mil/Who-We-Are/What-We-Do/

Access Commandant of the Marine Corps Safety Division promotion products:
https://safety.marines.mil/

Access the library of *Safety Awareness Dispatch* and sanitized reports on the Common Access Card-enabled website:
https://intelshare.intelink.gov/sites/nsc

Access public *Safety Awareness Dispatch* on the safety awareness website:
https://navalsafetycommand.navy.mil/Safety-Promotions/Safety-Awareness/

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Safety is everyone's responsibility, and we welcome your contributions and input.

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- Articles should be in Microsoft Word, between 500-1,500 words, with proposed headline.
  Include full name, rank, title and organization for author(s) and contributors.
- Provide full name, rank and title on first reference for people mentioned in the article.
  Spell out organizations and units, and include city and state or country, as applicable.
- Imagery must be 300 dpi minimum and approved for release.
  Include full caption, photographer's full name and rank. Indicate source — DVIDS, Marine Corps News, etc.
- Call 703-604-4172 or email GroundWarriorMagazine@usmc.mil for more information.

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