



NAES LAKEHURST

NAVY REGION NORTHEAST



SAFETY AND HEALTH NEWSLETTER

MAY 2004

NAES LAKEHURST SAFETY DEPARTMENT

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**May 2004 is
Motorcycle Safety Awareness Month**

MOTORCYCLES

SHARING THE ROAD SAFELY

The Motorcycle Safety Foundation promotes the importance of motorist awareness and sharing the road with motorcyclists. Motorist awareness is an important component of the National Highway Traffic Safety Administration's comprehensive motorcycle safety program. Over two-thirds of fatal motorcycle crashes involve a motorcycle and another vehicle. The motorist either does not see the oncoming motorcycle at all or does not see the motorcycle in time to avoid a crash. It is important for motorists to know that their actions affect the safety of motorcyclists. A motorist and a motorcyclist may take different actions for the same driving or highway situation. For example, a motorist may ignore a piece of road debris; however, that same piece of road debris may be deadly for a motorcyclist. Whether you're riding on two, four or eighteen wheels, you can help drive down the accident rate by being alert to your surroundings. The advice may be especially helpful in cutting down the number of motorcycle accidents that occur annually. Motorists, particularly those who have not driven motorcycles, are sometimes not looking for motorcycles in traffic. As a result, cars and motorcycles often have collisions on the road. Drivers involved in crashes with motorcyclists often say they never saw the bike. The Motorcycle Safety Foundation (MSF) encourages car drivers and others to watch for motorcycles on the road and respect their right to be there. MSF also urges motorcyclists to "Support Our Sport" by following all traffic laws and respecting the rights of other roadway users. The group offers these safety tips to motorcyclists:

BE A RESPONSIBLE RIDER

Wear appropriate protective gear—a DOT helmet, eye protection, highly visible clothing or jacket, full-fingers gloves, long pants and over-the-ankle boots. Also, know your skill level and ride within it. Use the SEE strategy—Search, Evaluate, Execute. SEE helps riders understand traffic situations and plan (and implement) a course of action to avoid trouble.

PRACTICE STREET STRATEGIES

A motorcycle's lane position can communicate a rider's presence and intention, avoid windblast from other vehicles and help maintain a space cushion between the bike and other traffic. A rider can increase his or her visibility with bright colors or reflective gear and intentions to other drivers. MSF teaches motorcyclists to use their "Rider Radar" to scan for hazards ahead.

DON'T RIDE IMPAIRED

Alcohol and other drugs (prescription, OTC (over the counter or otherwise) diminishes visual capabilities and alters good judgment. When someone is impaired, it is the responsibility of others to keep that person from getting behind the wheel-or the handlebars.

BEFORE RIDING

You must have completed a Motorcycle Safety Foundation (MSF), Motorcycle Safety Course within the last three years as outlined in OPNAVINST 5100.12 series. You are not authorized to ride a motorcycle on Base without proof of MSF course completion and it is also necessary to acquire a base sticker.

GET TRAINED!! At Lakehurst call your Safety Office (x2525) to get information on when the next Experienced Rider Course (ERC) is available and get on the "LIST" for this one-day of free training.

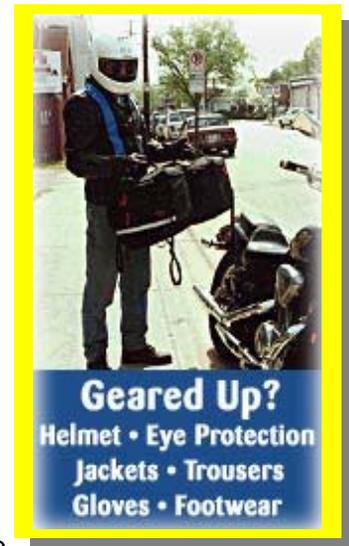
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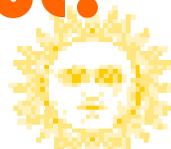
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Do you have any safety related topics you would like to see in our publication or have questions, contact us at x2525.



It's Nice, Warm, and Sunny Out!



“Hey Let's Get The Grill Out”

Its that time of year again. **Barbeque time!**

We know, we know...you are anxious to smell that chicken cooking and you can't wait to sink your teeth into it. But...before you run out there and start heating up your grill, here are some fire safety tips for you and your family preparing to enjoy that barbeque for the first time and for the entire season.

Check over your grill

- ☞ Take any protective cover off and look at the base of the grill. See that your gas supply hose for the propane feed has not been loosened, has not been eaten away by an animal or damaged in any way.
- ☞ Make sure the grease catcher is Cleaned or replaced for the new season.
- ☞ Check that the knobs and controls are still in good working order, including the igniting mechanism, which is usually found on the stand of the grill or the control area. (Consult your Owners manual)
- ☞ Remove the cooking grill and clean it. Check the briquettes to make sure they don't need to be replaced. If the interior of the grill itself looks real greasy clean it with a barbeque grill degreaser. If you have a hibachi or charcoal grill check it as well make sure stand and legs are stable and in good condition and make sure it's clean. If it looks like it's seen better days don't use it **Be Safe, Be Smart... replace it!!**



Safety around your grill

- ☞ Keep small children and pets away while grill is in use.
 - ☞ Never wear loose clothing while grilling, it can catch fire. Always wear a shirt while grilling, grease can splash off your grill onto you. If you should get burned put cool water on the burn and seek medical help immediately.
 - ☞ Use caution when lighting your charcoal grill don't put too much fuel on the coals. Use a automatic lighter unit or long matches when lighting your grill. With a propane grill never stand over top of grill while lighting and make sure the lid is up!!
- If your grill should catch fire or your propane tank develops a leak **Do Not Panic**. Just shut grill off, *(if you can, but don't take any unnecessary chances)* and call **9-1-1**.

- ☞ All grilling should be done away from homes buildings and Make sure your grilling in an area clean and clear of debris.



If you need anything for your grill your local home center or hardware store can assist you with this. They also carry a variety of grill care kits and supplies including new cooking utensils.

Fuel and coal - safety and storage

- ☞ If you have a propane grill don't store the propane tank indoors. Make sure your propane tank is in good condition and not more than 3yrs old. If you have charcoal, store only in your garage or shed. If your on the **Lakehurst Navy Base or live in base housing** these items are never to be stored in buildings or office spaces. **This is dangerous**. Charcoal fuel needs to be stored in a safe metal cabinet or outside in an approved flammable storage locker.

These barbeque safety tips were brought to you by your
Navy Lakehurst Bureau of Fire Prevention
Now go and enjoy your steaks and burgers!!

CONFINED SPACE

A confined space is one that takes on many definitions but in the workplace, it has special meaning. Anyone who has been in a closet or a room when the lights went out realizes how difficult it is to find a way out no matter how many times you have been in the room. There are lots of hazards and aside from having a panic attack; it is very easy to get injured trying to find your way around.

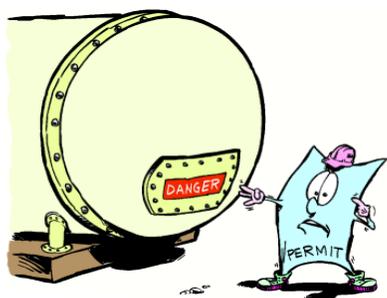
Many workplaces contain spaces that are considered “confined” because their configurations hinder the activities of any employees who must enter, work in, and exit them. For example, employees who work in process vessels generally must squeeze in and out through narrow openings and perform their tasks while cramped or contorted. OSHA and Navy standards use the term “confined space” to describe such spaces. In addition, there are many instances where employees who work in confined spaces face increased risk of exposure to serious hazards. In some cases, confinement itself poses entrapment hazards. In other cases, confined space work keeps employees closer to hazards, such as asphyxiating atmospheres or the moving parts of machinery. OSHA uses the term “permit-required confined space” to describe those spaces that both meet the definition of “confined space” and pose health or safety hazards.

In “Working in Confined Spaces”, published by the National Institute for Occupational Safety and Health, a confined space is defined as *“a space which by design has limited openings for entry and exit; unfavorable natural ventilation which could contain or produce dangerous air contaminants, and which is not intended for continuous employee occupancy.”*



The human body requires oxygen in order to function. More precisely, the air we breathe ideally should have approximately 21% oxygen. At normal atmospheric pressure at sea level, that is what we can expect. At high altitudes it is sometimes less. That is why it is stressful on the body to breathe at higher altitudes.

Confined spaces have the ability to instantaneously change the atmosphere around us and change the oxygen level we breathe which can cause undue stress on the heart and lungs. When the percentage drops to less than 19.5% the air is considered oxygen depleted which causes the human body to behave differently. If it drops below 16%, the air/space is considered Immediately Dangerous to Life and Health (IDLH). If the oxygen content rises above 22% it is considered oxygen enriched atmosphere and can be extremely dangerous due to explosion enhancement.



That is why the Navy has instructions requiring people to be trained in confined space entry. That is why we require attendants and why they are not allowed to perform rescues. Under no circumstances shall an unprotected person enter a space to attempt to rescue a person who may be overcome by toxic gases or oxygen deficiency. Rescue under these conditions shall not be undertaken. Leave the rescue to the NAES Fire Department - who are properly trained.

Before entry, it is necessary to test the atmosphere in the confined space for oxygen levels, flammability, and/or any contaminants that have a potential to be present in that confined space. This testing must be done by the NAES Safety Department personnel (for government employees) or a “qualified person” (contractors), using equipment that is approved for use in such areas.

Confined space accidents don’t happen often, but when they do, they’re usually fatal. Even more alarming is that many confined space incidents involve multiple fatalities. *If you are not required or trained to do confined space work* you shall not enter into these spaces, leave it to the qualified and trained.

If you need confined space training please contact the Safety Department at X2525.

Cicada Invasion: Eastern U.S.

Braces for Bug Swarm

Get ready, Brood X is coming.

This May billions of black, shrimp-size bugs with transparent wings and beady red eyes will carpet trees in the U.S. from the eastern seaboard west through Indiana and south to Tennessee. By the end of June they'll be gone, not to be heard from or seen again for 17 years.

The bugs belong to the largest group, or brood, of periodical cicadas, insects that spend most of their lives as nymphs, burrowed underground and sucking sap from tree roots. (like this adult pictured on the right)



They emerge once every 17 years, transform into adults, do the business of reproduction, and then die. One of the largest broods, or groups, will emerge from underground early this summer.

As this mass emergence of big black bugs strikes fear and awe in suburbia, the scientific community is ready to learn more about them. One of the scientists' big questions is what impact the bugs have on the environment.

The emergence of the cicadas marks the beginning of the last weeks of life for nature's longest-lived insects.

Six to eight weeks after a female adult cicada performs her last, dying act, excavating a nest in a young tree branch and laying her eggs, her eggs hatch and the nymphs fall to the ground.

The cicada nymphs keep heading down, first grubbing on grass roots and then tunneling about 12 inches (30 centimeters) deeper to where they feed on small tree roots for the next 17 years.

After the cicadas have counted 17 years no one really knows how they count the years, they are ready to emerge, which usually happens in late spring when the soil reaches a temperature of about 64° Fahrenheit (18° Celsius).

If you dig in the right place, you can find 30 to 50 nymphs in a hole about a foot square

When twilight of their emergence day hits, the one-inch-long nymphs crawl out of their holes and up just about anything vertical like trees, barbecues, walls, the nymphs begin their overnight transformation into adults: youthful skin breaks open, milky-tombstones.

Firmly latched onto the surface of their choice, white cicada emerges, wings flush out, and the body darkens as it outer shell hardens.

This emergence also marks the beginning of a huge feast. It is well known that pretty much everything starts chowing down on cicadas. Dogs, cats, birds, squirrels, deer, raccoons, mice, ants, wasps, and, yes, humans make a meal of the insects. The best time to eat a cicada is just after they break open their youthful skin. They taste soft and mushy, when they come out of their skin, they are said to taste like cold, canned asparagus.

Some scientists believe the mass emergence of the cicadas is part of a survival strategy. With so many of them, they collectively satiate their predators within a few days. Then the billions left uneaten are free to mate.

The business of finding a mate and reproducing is the sole purpose of the cicadas' short existence above the ground. It begins with the males flying to a sunny tree and, with thousands of their buddies, beating out a tune on their undersides.

When a male successfully attracts the attention of a nearby female, she will flick her wings as he finishes his song. A courtship dance ensues, with the male continuing to sing up until the physical act of copulation.

Shortly after mating, the male usually keels over and dies. The female buzzes off to excavate nests in a young twig for her 600 or so eggs. Once her egg supply is exhausted, the female dies. Six to eight weeks later, the eggs hatch and the 17-year cycle begins anew.

BICYCLE SAFETY

The Division of Highway Traffic Safety assists county, municipal and law enforcement agencies with education, public awareness and enforcement of the bicycle helmet law and other bicycle safety issues.

Each year, bicyclists are killed or injured in New Jersey due to bicycle crashes. Many bicycle deaths result from bicycle-motor vehicle collisions. However, injuries can happen anywhere, including parks, bike paths and driveways, and often do not involve motor vehicles.



Head injury is the most serious injury type and the most common cause of death among bicyclists. The most severe injuries are those to the brain that cause permanent damage.

Never ride a bicycle without a helmet. **New Jersey law states that anyone under the age of fourteen riding a bike, even as a passenger, must be wearing a properly fitted and fastened bicycle helmet which meets the standards of the Snell Memorial Foundation, the American Society of Testing and Materials (ASTM) or the U.S. Consumer Product Safety Commission.**

A child who violates this law will be warned of the violation by the enforcing official. The parent or legal guardian of the person also may be fined up to \$25 for the first offense and up to \$100 for a subsequent offense. Bicycle helmets should be used by everyone who rides, as helmets have been shown to reduce head injuries by 85 percent. For children, use the extra padding that comes with the helmet to ensure proper fit.

OBEY THE LAW, WEAR YOUR HELMET



SAFETY TIPS

Have children ride on sidewalks and paths until they are at least 10 years old, are able to show good riding skills, and are able to observe the basic rules of the road.

If riding at dawn, at dusk, or at night, wear reflective clothing (not just light-colored clothing) and make sure that the bike has a headlight and a rear reflector.

Make sure the bike is in good working order, especially the brakes.

Encourage your community to build bike paths to separate bike riders from traffic.

Buy a bike helmet that meets the national safety standards.

Model and teach children to follow the rules of the road:

- ✓/✗ ride on the right side of the road with the traffic flow, not against it;
- ✓/✗ obey traffic signs and signals;
- ✓/✗ use correct hand signals;
- ✓/✗ stop at all intersections and crosswalks, both marked or unmarked;
- ✓/✗ stop and look both ways before entering a street;
- ✓/✗ yield the right-of-way to pedestrians and skaters.

Everyone, including adults, are required to wear a bicycle helmet while riding onboard NAES Lakehurst and in Base Housing

HAZARD ALERT

CPSC, Mattel, Inc. Announce Recall of BATMAN™ BATMOBILE™ Toy Vehicle



WASHINGTON, D.C. - The U.S. Consumer Product Safety Commission, in cooperation with the manufacturer named below, today announced a voluntary recall of the following consumer product. Consumers should stop using recalled products immediately unless otherwise instructed.

Name of product: "BATMAN™ BATMOBILE™"

Units: 314,000

Manufacturer/Importer: Mattel Inc., of El Segundo, Calif.

Hazard: The rear tail wings of the Batmobile are made of rigid plastic and come to a point, which pose a potential puncture or laceration hazard to young children.

Incidents/Injuries: Mattel has received 14 reports of injuries consisting of scrapes, scratches, lacerations and punctures. Four of the injuries required medical treatment.

Description: The recalled "BATMAN™ BATMOBILE™" toy car is a 20-inch blue and gray plastic vehicle with a detachable motorcycle. Model number B4944 is written on the bottom of the toy vehicle.

Sold at: Mass merchants and toy stores nationwide from June 2003 through February 2004 for about \$27.

Manufactured in: China

Remedy: Parents should take these toys away from children immediately and contact the firm for information on receiving free replacement wings. Mattel is providing free repair kits containing two replacement wings without pointed ends that snap onto the toy vehicle. The repair can be done quickly and easily at home; instructions will be provided.

Consumer Contact: Consumers can call Mattel at (888) 271-9891 anytime or visit www.service.mattel.com to determine if their toy is among the recalled models and to order the free replacement wings if needed.

CPSC, Sauder Woodworking Co. Announce Recall of TV/VCR Carts that Can Tip Over Easily, after Baby's Death

WASHINGTON, D.C. – In cooperation with the U.S. Consumer Product Safety Commission (CPSC), Sauder Woodworking Co., of Archbold, Ohio, is voluntarily recalling about 592,000 TV/VCR carts. The carts can tip over and injure or kill children and adults when the cart and the television fall.



Sauder Woodworking has received 13 reports of these carts tipping over. The firm received a report of the death of a 19-month-old girl in North Wales, Pa., who suffered a fractured skull when the cart and television fell on her. There were four reports of additional injuries involving children and adults. One report involved a skull fracture to a child who recovered and three reports involved bumps and bruises.

These TV/VCR carts were sold in a kit to be assembled by consumers. They are identical in design and construction, but not color. One model is a light-colored oak finish and the other model is a dark-colored cherry finish. The TV/VCR carts are about 29.5-inches wide, 18-inches deep and 27-inches high. The carts are equipped with a top shelf intended to support up to a 27-inch television, a middle shelf intended to hold a VCR and a lower storage area intended to hold VCR tapes and equipment. The products were provided with shelves for holding VHS tapes that were to be installed on the inside of the two hinged doors enclosing the lower storage area. The recalled carts have four removable casters attached to each bottom corner of the cart. The TV/VCR carts included in the recall are models 2655 and 2755. The model number is not on the cart, but it is on the instruction booklet that came with the cart.

Department, discount and home electronic stores nationwide sold these TV/VCR carts from January 1993 through December 1999 for about \$100.

Consumers should stop using the TV/VCR carts immediately and do the following:

- ✎ Remove the television and all the contents from these carts.
- ✎ Turn the cart over and remove the four casters from the bottom of the cart. This will improve the stability of the carts.
- ✎ Contact Sauder Woodworking Co. to receive a free repair kit that will further reduce the potential for the cart and television to tip. Do not use the cart until the repair kit has been installed.
- ✎ This cart is intended to hold a TV that weighs 95 pounds or less. This includes most 24-inch and smaller TVs, and may include some 27-inch TVs.

For more information and to order the free repair kit, consumers should contact Sauder Woodworking Co. toll-free at (888) 800-4590 anytime, or visit the firm's web site at www.sauder.com

BOATING SAFETY

After a record-setting year in 2001 when boating fatalities reached a three-decade historic low of 681, the number of people killed in boating accidents increased to 750 in 2002. Although released by the U.S. Coast Guard, these numbers are preliminary and there are, as yet, no specific indicators on why fatalities went up in 2002. Since these figures are raw data, not analyzed in the context of hours of boat usage, they could simply indicate there was an increase in boating activity in 2002.

Overall, boating fatalities have decreased for the past three decades even as the number of boats on U.S. waters has more than doubled since accident figures were first recorded in the 1970s. It was not until the mid-1980s that fatalities dropped below 1,000 per year.

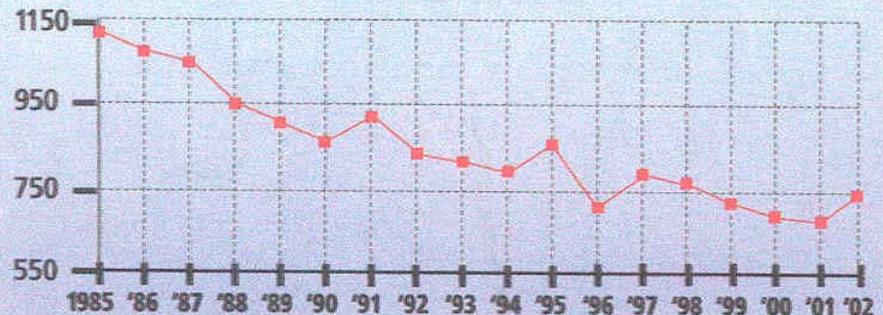
Seventy-five percent of the 750 deaths in 2002, or 524, were attributed to drowning; 101 to trauma; 10 to hypothermia; eight to carbon monoxide poisoning; 30 in other categories or unknown. By far the biggest threat to boating safety is drowning and 85% of those who drowned were not wearing a life jacket. It is presumed that 440 lives could have been saved in 2002 if those accident victims were wearing life jackets.

Open motorboats were the most common vessel involved in fatal accidents (423) but that is by virtue of their greater numbers on the water. The next highest categories were personal watercraft, cabin cruisers, canoes, rowboats and kayaks.

In 2002, the Coast Guard added of accident to its list of official boating accidents: drownings in which the victim swims away from a boat and subsequently drowns. It is possible this new category accounts for the upswing, but it's too early to tell. This type of accident was included in the official statistics because it was

discovered that many boating deaths from carbon monoxide outside of the vessels were not being counted as boating accidents. The carbon monoxide issue is being addressed on many fronts including a draft proposal by state boating agencies to ban "teak surfing," a deadly fad in which swimmers hang onto the stern of a moving powerboat directly behind the exhaust ports.

RECREATIONAL BOATING FATALITIES: 1985-2002



How We Get Hurt at Lakehurst Mishaps that occurred in the Month of April

- Employee fell reaching for boxes injuring his back resulting in **15 Lost Work Days**.
- Employee injured nose while participating in routine training resulting in **No Loss of Time**

Definitions

Lost Work Day - Loss of at least one full work day subsequent to the date of injury.

Loss of Time - any time lost from work on the day of the injury or after the day of injury, but not resulting in a full lost workday

Reminder To All Supervisors

Report all injuries to the Safety Department as soon as possible at X2525.

Personal Injury Notice Reports can be printed out from the Safety Department's Occupational Safety and Health Website at <http://www.lakehurst.navy.mil/nlweb/safety/forms/safety/>