



# You Don't Think ORM Is a Big Deal?

*(The Naval Safety Center recently received this message from USS Yorktown (CG 48). The Ticonderoga-class Aegis cruiser is commanded by Cdr. Robert S. Kerno Jr.—Ed.)*

**I**n August of 1999, *Yorktown* was privileged to be the test ship for the Naval Safety Center's pilot ORM training program. Since then, *Yorktown* has adopted ORM as a way of doing business. All events—no matter how routine they seem—are briefed by the officer, chief petty officer, or petty-officer-in-charge.

The battle bill is reviewed and all participants in the evolution must attend the brief. The final portion of the brief is a review of ORM, and all participants are encouraged to add to the ORM discussion. This process of identifying and assessing hazards, making risk decisions, implementing controls, and briefing supervisors to watch for change, has resulted in zero reportable mishaps and two consecutive type commander safety awards.

Some examples of risk management successes on *Yorktown* include:

- CSTT and ETT drills are briefed and, if necessary, altered so as not to interfere with ongoing corrective or preventive maintenance that may interfere with the drill package, watchstanders, or maintenance technicians.

- During a CIWS gunshoot in deteriorating weather, the ship delayed briefly to alter course and provide the pilot better weather for a successful target presentation and a successful kill of the towed drone.

- During a scheduled SAR training exercise, weather again became a problem. Rather than risk the RHIB crew and the RHIB, the training was rescheduled and completed later in the underway period.

- On the small-arms range, four shooters were taken off the shooting line and re-briefed on safety when they did not follow all pre-briefed safety directions.

- In Manta, Ecuador, when high winds accelerated a drastically rising tide, several 1,000-pound cleats on the pier were ripped out and thrown towards the ship. After looking at the options and doing an ORM analysis, the ship quickly and safely got underway to anchorage with only half the crew on board.

These are only a few small examples of where the process of applying ORM to daily routine events mitigated risks and led to safe and successful evolutions. ☺

