



A NOT FOR PROFIT ORGANIZATION

VETERANS OF SAFETY

AN INTERNATIONAL ORGANIZATION

Newsletter

PRESIDENT'S MESSAGE

David MacCollum was awarded a Lifetime Achievement Award from the Veterans of Safety on the 7 March at a luncheon in his honor. He is a Veterans of Safety Life Member first joining VOS in 1959.

The 89 year old Dave has lived several lifetimes compared with many, starting as a heavy equipment operator in the Army as General McArthur returned to the Phillipines and who came up with the specification for the roll-over canopy in 1957 for Corps of Engineers bulldozer tractors, graders, scrapers, later known as ROPS. In 1968-1972 he was appointed to ACCSH under the Construction Safety Act and then OSHA. Then he started his business in 1972, got elected as ASSE Vice President by petition and became ASSE President in 1975.

The irrepressible Dave has been the safety expert in many construction lawsuits exposing negligence by some product manufacturers and laying the groundwork for a philosophy for recognizing and dealing with hazards before they hurt people which he calls design-based safety. He presented his philosophy in a four hour Lecture following the lunch in his honor. Not the least, Dave has written and had published 4 textbooks on construction safety and cranes plus publishing the first novel in safety which demonstrates how a hazard goes through the US courts.

To honor Dave, we wanted to invite as many safety professionals to this event as time would allow from ASSE South Arizona Chapter and the System Safety Society and we appreciate those who could make it sparing time to be in Tucson for the presentation event and lecture. The plaque we presented to David MacCollum PE, CSP reads as follows:

"In Recognition of a Lifetime of Service to the Preservation of People, Property and the Environment and the Development and Dissemination of a System of Design-Based Safety".

The efforts of the quarter have been centered around David MacCollum's Lecture but without Mark Grushka located in Tucson we would not have been able to put this together without a lot more effort. We thank you Mark for your tireless efforts with the hotel, the caterer and with volunteer suppliers of the projector, screen, and badges of attendees and use of the ASSE chapter for collection of funds up to the moment of the board meeting on 7th March and behind the scenes.



The VOS is an organization which welcomes members who can give back or share their lifetime of experiences for the benefit of others. In order to facilitate services we have a selection of chairs which we invite Board Members to take on. Chairs of the following committees are needed: Newsletter Editor Coordinator working with Newsletter article collection, Public Relations.

The efforts of the SHHOFI Board Of Directors which is to present individuals who are deserving of the SHHOFI Award for safety, health and environment achievements is proposing a new thrust to build support from S&H Hall of Fame inductees plus the VOS Board. VOS presently has the three SHHOFI board members on its Board and we look forward to embracing their ideas and helping where we can. The concept of a National Safety & Health Historical Society with access to grants for safety and health research topics.

The website continues to improve and has a fresh Web Master Michael Taggart who helped present the David MacCollum flier on our present web site well in advance of the meeting. The Treasurer is Jack Hirschmann. He has been able to provide accounting services to VOS from his own set of organizations. Books have been set up on QuickBooks for easier and quicker entry of financial and member data. Dianna Bryant who has taken a leave of absence from the Executive Director position has nevertheless been able to provide support when needed to Jack and myself based on her 20 year close involvement with the VOS Board.

We appreciate the interest of the Hawaiian Chapter in helping produce the VOS Newsletter. Walter Chun, Jim Newberry and Jimmy Zane have agreed to be a clearing house for articles that would go to Kathie Mathews at the University of central Missouri for laying out and printing for us. We still seek an overall Newsletter Coordinating Editor.

One of the most important things we can do to stir interest in VOS is to gain publicity for the VOS not only on our website www.vetsofsafety.org but also with Facebook, social media, Twitter, traditional safety journals and EHS Magazines for placement of newsworthy press or online items referencing VOS members and their activities. We are the right place to belong for any Safety & Health Professional who wants to make a difference at any stage of his or her career.

The VOS is different now than when it was at time of creation in 1941 where true retirement occurred and the VOS was a means of staying in touch with other similarly situated retired but highly experienced and knowledgeable members. Now the use of retired consultants put VOS in the highly desired place of contacts on its website for helpful advice and or consultation with possibly high remuneration.

I have asked each member of the VOS Board to contribute something of interest to the next VOS Newsletter and forward it to Walter Chun.

Thank you VOS members.

Nigel

Design-Based Safety



UNSAFE AT ANY INVESTMENT

David McCollum

Ralph Nader's book, *Unsafe at Any Speed*, did not go far enough, nor did it target the investment bankers who funded the manufacturers of unsafe cars. I will always remember the stockbroker who was completely devoid of any concern for the well-being of people. When retaining him to manage my retirement funds, my writ-ten instructions specifically stated that my investments would not include cancer-producing cigarette manufacturers. When I questioned his purchase of the stock of a major tobacco company for violating my instructions, his reply was, "That stock in vestment nearly doubled in value while you owned it. So what is your complaint?" He did not seem to have the ethics to perceive that it is morally wrong to profit from an investment in a product that causes incurable cancer that results in a long and painful death. My safety choice was to select a new stockbroker.

Years before, a large New York insurance company offered me a lucrative contract to write a book on house-hold safety. As the text would include the hazard of fire, I discussed the frequent occurrence of fires from gas stoves and gas water heaters. When suggesting the installation of sprinklers for gas stoves and gas water heaters, the vice president of sales began a tirade that it was cheaper for the homeowner to buy insurance than to make a one-time investment in sprinklers. It was apparent to me that he felt that to acquire wealth using other people's money, it was necessary to develop a disconnect with social values. Because his company did not believe in giving the homeowner a choice of an investment in fire hazard prevention, I declined acceptance of the book-writing offer.

As I became aware of the many business conflicts with safety, I began to wonder what the underlying answers to these conflicts were. Why was Wall Street so adamantly against investing in deSign-based safety? As a die in a punch press shapes metal, so does history, in time, shape safety.

For starters, the following statement of Thomas Jefferson, president of the United States in 1802, caught my attention: "I believe the banking institutions are more dangerous to our liberties than standing armies." Digging deeper into this issue, I remembered that Adam Smith's book, *Wealth of Nations*, elaborated on how the control of labor is the primary source of wealth. This Scottish philosopher was an advocate of a free market-place that needed a minimum of governmental regulation. His theory was that a free marketplace with cheap labor costs and minimum investment in production facilities ensures that the lowest price for competitive goods and services will be attained. Earlier, the French philosopher Voltaire declared, "The comfort of the rich depends upon an ample supply of the poor." These two philosophers developed an ingrained mindset that cheap labor had to be a replaceable commodity. This led to the reasoning that if someone was killed in a hazardous workplace, they could be replaced -no need to eliminate the hazard or hazards.

These conclusions came about at the time of our American Revolution, when slavery, serfdom and indentured servants were acceptable commodities and replaceable cheap labor. Thomas Jefferson, as the author of the U.S. Constitution, outlined that representation would be based on free persons and "three-fifth of all others/" without mentioning slavery. He distanced himself from this evil labor system of slavery. His manufacturing of nails was done by young slaves who were resentful of being owned as property and had to work in hot, stinky workshops. They were routinely beaten when they failed to meet production quotas. To stop the inhumane practice of whipping his workforce, he instituted a reward system for making quotas with extra clothing, food and sometimes money. (See "Master of Monticello" by Henry Wieneck, *Smithsonian Magazine*, page 40, October 2012).

In the 1700s, things were made or built with simple hand tools and back-breaking labor. The age of industrialization was in its rudimentary phase. It was beyond the imagination of the founders of our country that in a hundred years, our country would become an industrial giant powered by huge factories and railroads. In the 1700s, "safety" was a non-word in a world of primitive existence compared to today's world and its reliance on technology. Slavery was abolished by the Civil War, but labor remained as a commodity that needed to be kept at poverty levels. Unions were yet to be conceived to develop a prosperous middle class. Design-based safety would not be addressed as a contract requirement until 1963, when Military Specification 38130 (the predecessor to MIL-STD-882) was first written. Today, the question is, "How does the free marketplace philosophy still obstruct the concept of design-based safety?"

It is outsourcing that has transferred our industrial base to developing nations, where cheap labor is available and provides little or no protection to the worker from an unsafe workplace. Not only has Wall Street reduced our nation to an economic shambles and ruined our middle class with the ideology of a free marketplace, but bankers have created unsafe work-places with countless hazards for poverty-level workers in Third World countries. It needs to be clearly understood that the thievery of Ponzi schemes in the 1920s, and more recently those of Bernie Madoff, used an unregulated investment banking system to rob Americans of their savings. The last thing they are able to perceive is a need to invest in design-based safety. The greed of Wall Street protects its "cash-cow" by telling the public that an unregulated banking system is necessary for the economy.

In Shakespeare's *Merchant of Venice*, in a court of justice, Portia, dressed as a Doctor of Law, rules, "Therefore prepare thee to cut off the flesh. Shed thou no blood, nor cut thou less nor more. But just a pound of flesh." Shakespeare sees a need to control the Shylocks, who are the moneylenders. This quote also presents a concept that outsourcing shall not cause the loss of a single job, nor should the free marketplace allow imports from emerging countries that have lower costs because of poverty-level wages and unsafe workplaces. David Hume, a Scottish historian from 1711 to 1776, was skeptical of Adam Smith's teachings. Hume declared that the essential difference between money and wealth was its effect on

social conditions. An unrestricted free marketplace soon becomes an oppressive deterrent to design-based safety. A vacuum exists in the minds of financiers and moneylenders that design-based safety eliminates hazards at the time of planning and design. Their fear of regulation is unfounded. The prevention of hazards at the time of planning and/or design eliminates injury or damage, monetary loss and the need for regulation.

The proponents of a free marketplace have poisoned the well of reason. They do not understand that the elimination of hazards creates an economic benefit. Financiers, bankers and moneylenders are easily corrupted by the power they enjoy in raising investment capital. They have the mentality of a Shylock and require a pound of flesh as collateral. A more human and profitable collateral for investments would be a provision for design-based safety in "design-and-build" contracts.

To overcome the extreme vacuum of safety engineering knowledge that exists in the world of finance, our moneylenders need training in the economic security that is inherent in design-based safety.

The first hurdle is to change their belief that they are an industry, when in truth they are only money

handlers. They are not an industry, as they do not design, construct or operate any physical facility.

The next hurdle is to expose their myth of risk. From an engineering viewpoint, risk is not a speculated threat of a loss that must be spread among many borrowers and considered as an added expense. The moneylenders need to know that planning and design can include specific physical features that reliably eliminate specific hazards. The key to design-based safety is, as each hazard is eliminated the probability of loss diminishes and the repayment of the principal (money) is more easily attainable.

The third hurdle is when greed extends loans to those who do not have the ability to repay the loan due to either a lack of earning power or an ability to ensure for safe design. This results in total chaos.

As system safety engineering professionals, we need to extend our vision and make safe design an essential component of all investments. Our emphasis has been overly focused on developing hazard-free systems. We have been inattentive to the economic biases that impede safety engineering funding. To overcome traditional financial nearsightedness, our safe-design proposals should always include the life cycle cost benefit that hazard elimination will bring. ~

S, H & E Information Update—Winter 2013

By Warren Brown

Inspection forms for Oil and Gas rigs:

Oil and Gas industry safety professionals have worked with NIOSH to create "Rig Check" which is a collection of 35 inspection forms to be used by the oil and gas industry to help assure safety at drilling sites. The forms cover such issues as electrical safety, tools, fall prevention, chemical hazards and many other hazards that might be experienced at drill sites. The rig check series may be viewed at <http://bit.ly/rigcheck>.

OSHA Temporary enforcement measures in residential construction:

OSHA data indicates that falls are the number one cause of death in workplace construction. OSHA released a memorandum on December 16, 2012 extending temporary enforcement measures in residential construction till March 15, 2013. The memorandum can be viewed at <http://1.usa.gov/oshaconstructionfallmemo> and included increased outreach, penalty reductions, on-site compliance assistance and extended abatement dates.

OSHA Fall 2012 regulatory agenda:

The Department of labor complete regulatory agenda may be viewed at <http://bit.ly/dolfall2012agenda>. This agenda is required to be published every 6 months and shows very little change from the 2011 agenda. For example the injury and illness prevention program (I2P2) is still in the prerule stage and the combustible dust standard has moved into the prerule stage.

New Whistleblower committee members appointed:

Members of the Whistleblower Protection Advisory Committee (WPAC) were appointed in December 2012. Members will serve two year terms and will be tasked to improve the fairness, efficiency, effectiveness and transparency of the Whistleblower Protection Program. More details can be seen at www.whistleblowers.gov.

NIOSH Alert on Dampness in Buildings:

NIOSH has issued an alert on the concerns associated with water intrusion in buildings. High indoor humidity can cause growth of mold, fungi and bacteria and the breakdown of some building materials. Suggestions include checking for water intrusion, drying out areas after water intrusion and be prepared to take action when the conditions are expected. The alert can be seen at www.cdc.gov/niosh/docs/2013-102/pdfs/2013-102R.pdf.

NTSB 2013 Most Wanted List for Transportation Challenges:

This year the list has added the modes of fire safety, pipeline safety and distraction among others. A few examples from the list include eliminate distraction in transportation, eliminate substance-impaired driving and improve airport surface operations. To read more about the list go to www.nts.gov/safety.mwl.html

The Society of Automotive Engineers has issued a Standard for responding to a Hybrid/Electric Vehicle Emergency:

As hybrid and electric vehicles become more common on our roads the occasional incident or crash emergencies need to be handled in a safe manner. Some recommendations include labeling where high voltage is located and tow truck driver guidelines. You can access http://standards.sae.org/j2990_201211.

US Manufacturing looking up:

According to a McKinsey Global Institute study, a new global consumer class is going to emerge and create new market opportunities for US manufacturers. We will have to understand the evolving nature of these changes in order to take full advantage of the opportunities. See the "Manufacturing the Future" report at www.mckinsey.com/insights.

SAFETY 101

By: Walter Chun, PhD, CSP,CHSP,CHST

The age old question often raised by the CEOs or Presidents of small and mid-sized companies, especially construction companies, has dealt with what their Safety Officers or Managers or Directors do. Some will say I have a safety person because I am required to by OSHA or by a federal government contract. But do they really know who they are and what they do or even what they are required to do?

The Veterans of Safety Hawaii Chapter decided to address these questions from a practical perspective. It is a given fact that many of these senior managers do not know about safety programs and their safety management. The Hawaii Chapter wanted to reach the “board room” personnel and try to get them (1) involved; and (2) interested enough to take an active interest.

We were given a little boost with the joint jurisdiction between the State of Hawaii State Plan and the U.S. Dept of Labor Occupational Safety and Health Administration (OSHA). This joint jurisdiction was created because the State Plan performance was not up to the standards imposed by OSHA and was primarily caused by the economic downturn in the last several years. Rather than proceeding with the process to withdraw the State Plan for non-performance, OSHA decided to work with the State to develop a plan for improvement. This plan means that the State will keep their federal grant monies, hire the required number of compliance officers, train them and OSHA will assist with this training, and OSHA will assist with the enforcement actions in some of the jurisdiction. The agreement allowed the State of Hawaii to keep their jurisdiction in construction, warehousing and transportation. It goes without saying that the jurisdiction in the State agencies would continue under the State. OSHA assumed jurisdiction in the rest of the industries, e.g., general industry, telecommunications, utilities, etc.

The Hawaii Chapter realized that the general industry managers would be hit the hardest since they had not received enforcement inspections for a number of years. The new threat of OSHA inspections now created a fear and a spark for their questions about safety programs and what they needed to do. Equally important is the economy and how the “new programs or new efforts” would affect the costs and how to effectively and efficiently address OSHA. After all, they don’t know what they don’t know.

The Safety 101 concept is our efforts to address these questions from a practical and business perspective. The concept is to present requirements

and discussions on safety and health programs by giving short presentations. The Safety 101 concept objectives are:

- Describe what is required for a safety and health program
- Describe why a top down management program is essential
- Describe how the safety and health program can be developed and implemented
- Discuss the costs for safety and health programs
- Discuss OSHA penalties and compliance with regulations

Safety managers/directors and collateral duty safety personnel often find that the presentation is helpful with fulfilling their performance and meeting their duties and responsibilities. It can provide a background and reference guide to the discussions with senior managers and peer managers.

The Safety 101 concept and the presentations are made by safety and health professionals with many years of experience, qualifications and come from different backgrounds. The Safety 101 consist of a presentation to discuss the issues and questions raised by senior managers and the corporate officers, e.g., what is a safety program and how do I know if we are doing what is required by the OSHA standards? Follow-up workshops to address compliance with the standards are scheduled as needed to assist with the development and implementation of the program. These workshops are intended for one to one and a half hour working sessions. The workshops end with a “walkaway” for the attendees to allow completion and implementation when they return to the workplace.

The instructors and presenters of the Safety 101 concept and the workshops are experienced and qualified professionals. The Veterans of Safety Hawaii Chapter provides the instructional materials and reviews the qualifications of each and concur on the approval to instruct or present the material. All instructions and materials presented are consistent with the OSHA/Hawaii Occupational Safety and Health (HIOSH) standards, official interpretations or directives from OSHA/HIOSH. The Veterans of Safety Hawaii Chapter prohibits any direction or opinion that is not consistent with these references.

The Hawaii Chapter made one presentation to about 80 of the Hawaii Employer Council’s members and guests. Follow-up workshops are expected this year.

SAFETY RESOURCE GUIDANCE PROGRAM (SRGP)

By: Walter Chun, PhD, CSP, CHSP, CHST

The Hawaii Chapter Safety Resource Guidance Program (SRGP) started about one year ago. The program was initiated during a discussion among some of the members about the new and the younger safety and health professionals. How can we help to pass on our experience, knowledge, expertise, and just every day advice? We know that they did not have time or money to attend other courses or training classes which were too formal. We thought that a common sense discussion of "their" issues or questions would be more helpful.

In Hawaii there is a term "talk story" which refers to a group of people sitting around just telling their stories or talking about the events of the day, etc. As a safety and health professional I spend a lot of my time in the field with the workers and just "talk story" with them about the project, the day's work etc. I often learn so very much from these sessions. Our SRGP talk story session was created based on this well-known practice of teaching and learning.

It is open to anybody and everybody and occurs at 12:00 pm on the last Friday of each month. Attendees bring their lunch, their friends, their guests or whoever just to talk about safety and health. There is no fixed agenda and the topics are open to whoever wants to bring up something. Attendees include many of the Hawaii Chapter members

with many many years of experience and new safety and health professionals as well as many collateral duty safety people. The discussion is limited to one hour which is a fixed time and we are held to this time

Attendees that decide to take their lunch break by attending our SRGP sessions either bring up a question or an issue or they attend to listen to the discussion from others. The facilitator to our construction SRGP is Mary Browne, CSP. Mary is the Regional Safety Manager for Kiewit and volunteers her time to facilitate the discussion and to keep notes of the meetings. Mary's ability to keep us on track and to ensure that no one person occupies the speaking time or the topics is one of the reasons for the success of the SRGP sessions. At the end of each meeting she sends out the notes of the discussions to those who are on the roster of attendees from current and past meetings.

Discussion topics that were brought up included what to do during an OSHA inspection; how to prepare for an informal conference; how to bring up safety and health issues with the higher management; how to protect ourselves with the notes and emails and internal communications; etc. The freedom to speak without fear or without intimidation is one of my observations of these sessions. They are the most valuable expenditure of an hour and it reaches so many.

Visit our website for more information: <https://sites.google.com/site/voshawaii/home>

SLATE OF BOARD OF DIRECTORS

The VOS Board of Directors approved the following slate of VOS members who have agreed to run for the Board Of Directors for a standard three year term, which would start at the September 21, 2013 meeting in Kansas City.

A ballot will be sent out to the members between now & then for them to vote.

The Slate is as follows:

"Safety Herb" Everett, Alaska & Missouri.
Christopher Gates, California.
Dave Sortore, Kansas.
Wendell W. Wahlstedt, Texas.
Jimmy Zane, Hawaii.

We may have an additional open position for a Board Member resulting from a Board Member that did not complete his full term. If there are any members that would be interested in serving on the Board of Directors, please contact Nigel Ellis, President, or Wendell Wahlstedt to submit your name at wwwahlstedt@nationalindemnity.com.

Being elected to the VOS Board of Directors is the first step in becoming an officer in VOS.

WANDERING THROUGH LIFE PROTECTING PEOPLE, PROPERTY, AND THE ENVIRONMENT

I was born in Little Rock, Arkansas, and grew up in a suburb of Los Angeles, CA. After high school graduation, I attended college, but lacked direction and earned an academic suspension rather than a degree. Since this was during the Vietnam conflict and the military draft was still a fact of life, my draft board soon sent me "greetings". Since I had completed two years of college Air Force ROTC, I went to see the Air Force recruiter. I entered the Air Force in September of 1964 before my draft board sent me orders to report for duty.

After, basic training and technical schools, I was sent to Germany where I serve on a launch crew for a very early cruise missile. When I came back to the United States, I was assigned to Malmstrom AFB, MT (outside Great Falls) where I served as a Combat Targeting Technician for Minuteman missiles. In 1970, I was reassigned from Malmstrom AFB, MT, to Vandenberg AFB, CA, in my missile electronics AFSC (31670H). Shortly after I arrived at Vandenberg AFB and went to work at the 394th Strategic Missile Squadron, my Branch chief offered me the opportunity to be the squadron additional duty safety NCO. As with many additional duty assignments, the training was on an "as needed" basis.

A few months later, the safety staff at the First Strategic Aerospace Division (1STRAD) offered me an opportunity to attend the three-level (apprentice) safety school at Lowry AFB, CO. I spent nine weeks at Lowry AFB learning the scope and technical basics of USAF safety programs and activities. When I returned to Vandenberg AFB, I went back to my additional duty assignment.

The following year, I was alerted to expect an assignment to Grand Forks AFB, ND, as a combat targeting technician. Since the hostilities and Southeast Asia were still at a high level, the 1STRAD safety office was losing their safety technicians to fill the needs for safety staff at the multiple operating locations in that area. There were no replacements in the pipeline. The 1STRAD Director of Safety worked with Strategic Air Command (SAC) headquarters to get me reassigned to the 1STRAD staff. As soon as this change was seen at the Air Force Military Personnel Center at Randolph AFB, TX, I was given an assignment to Guam.

My family and I spent two years on Guam in the Military Airlift Command (MAC) at Andersen AFB. I was assigned to the squadron that operated the military passenger terminal, handled all the air freight, performed maintenance on transient MAC and contract aircraft, and performed maintenance on the C-130 aircraft that flew into typhoons to measure their strength and help the weather forecasters determine where they might go. While my relatively short time at Vandenberg, AFB, had provided lessons in mishap investigation and a limited number of other skills, my knowledge of what the Air Force called "ground safety" was far from complete. This assignment prompted lots of learning, because I knew virtually nothing about airfield operations, passenger terminals, air-freight handling, or aircraft maintenance. During those two years, I added a number of skills and lots of knowledge to my figurative resume.

When my assignment on Guam was complete, we moved to Bergstrom AFB in Austin, TX. There, I was assigned to a

Tactical Air Control Group. The Group was the headquarters for 21 active duty units that were scattered over the western states and served as a advisor for 35 Air National Guard units at 21 locations from Knoxville, TN, to Northern Washington state. All these units operated mobile radars, mobile communications equipment, mobile command and control facilities, and other equipment that was designed to support battle field communications and control. We had active duty airborne forward air controllers (FAC) with OV-10 aircraft and several units of ground FACs that were attached to Army units. Again, I was working in a new environment and had lots to learn along with ten to fourteen days a month of travel time.

After less than two years, the Air Force sent me (and my family) to Rhein-Main AB, Germany (at the Frankfurt am Main airport), to be the safety staff for a wideband communications group. This organization operated and maintained base telephone switching centers and line-of-site microwave equipment that provided long haul military communications from the Belgian coast to the extreme southern border of Germany. Later, we added responsibility for Air Force technicians who maintained the specialized facsimile machines that were use to transmit weather maps to Army air fields. Still later, we accepted responsibility for a communications detachment in Tehran, Iran. That resulted in two trips to Tehran before the revolution. While I now had skills in safety management, mishap investigation and reporting, and inspections, I had a new area of study to identify the hazards associated with telephone operations (imagine a room full of noisy relays) and microwave communications. Winter driving was also a new topic for education of those who drove government vehicles and their personal vehicles on icy and snow covered roads.

After three and a half years, we moved to George AFB, CA. I was assigned to the staff of a four squadron flying group in Tactical Air Command (TAC). Once more, I was back in the airfield environment, but, somehow, the pace was higher because the aircraft were fighters. The situation was made more interesting by the fact that two squadrons were teaching German Air Force pilots for fly aircraft that their government was purchasing. The other squadrons were operating F-105 aircraft that had been modified during the Vietnam era for the Wild Weasel roll. For the first time since leaving Vandenberg AFB, I was not the only person in the office. There was a civil servant Ground Safety Officer, and there were two junior enlisted safety staff members who needed to be trained in every task that there was. There were also pilots who served as Flying Safety Officers who were concerned with the safety of the aircrews and aircraft and munitions maintenance staff who worried about the safety of the bombs, bullets, and missiles that were carried on the aircraft. The days passed quickly while I relearned some skills and learned new ones.

After about two years, I spent a year at Incirlik AB, Turkey, on the safety staff. I was still in the airfield operations arena, but there were fewer aircraft and there was a slower pace. Since we had problems keeping the ground safety part of the

office staffed, I had to refresh my skills in operating and maintaining the multimedia equipment that the Air Force used to present five different traffic safety courses. I continued to have uses for my skills in program management, mishap investigation, and inspections. The 53 weeks passed quickly and I soon returned to the United States.

When my tour in Turkey was over, we moved to Vandenberg AFB, CA (where I started in the safety business). This time, I was on the safety staff of the Air Force Systems Command unit that provided support for the satellite launch activities and the contractor activities associated with the development of the Minuteman III missile. A separate part of our office supported activities that were intended to provide a West Coast launch facility for the Shuttle program. For the first time, I had to learn about how to work with contractors who were doing most of the lifting. Since I was also the senior enlisted safety person in the office, I was given responsibility for human resources (personnel) matters.

After less than two years, we moved to Hickam AFB, HI. Initially, I was on the Inspector General (IG) staff for Pacific Air Forces (PACAF) headquarters; after a year, I moved to the staff as the command ground safety manager. While I was on the IG team, we traveled extensively throughout the Western Pacific, visited Air Force bases in at least three countries and accumulated lots of frequent flyer mileage. We performed both program audits and practical tests of whether the units were "ready to go to war". When I moved to the staff position, I had a staff of four and we worked closely with the Flying Safety and Weapons Safety staffs. I did a little less traveling, but learned more about coordination with other staff offices than I would have ever imagined. We still traveled more than enough. I once spent 28 days on the Korean Peninsula with my assistant. We traveled or performed audits 27 of the 28 days.

After three years in Hawaii, we moved to Norton AFB, CA, where I was assigned to the Ground Safety Division of the Air Force Inspection and Safety Center (AFISC). This position involved extensive coordination, detailed reviews of major mishap reports, and serving on an Air Force committee that managed the flight line equipment that supported aircraft operations. I retired in April 1990 after 25.5 years of active duty. I had spent 18.5 years in the safety career field.

During the time that I was in the Ground Safety AFSC, the three-level class was virtually mandatory, but the seven-level class was, mostly, optional. The on-the-job training provided to new graduates of the three-level course depended upon the skills of the individuals assigned as their trainers. Uniformed (and DAFC) safety professionals who spent an extended time at a single location did not have the opportunity to expand their knowledge of Air Force operations and the associated hazards. If they were assigned to a location without opportunities to participate in local chapters of professional organizations or opportunities to expand their knowledge, the absence of this supplemental training was visible when they were, ultimately, assigned to a location where they had to manage the program and the operations were not similar to those at the location they had left.

The Air Force taught professionalism during what they called Professional Military Education (PME). Today, this education starts early for all enlisted members and continues through their careers. There are at least three components to this education. Different courses are available by correspondence and in residence. Eligibility comes with promotions.

Professional certifications were, mostly, nonexistent until the 1970s. I missed the opportunity to be a CSP (based solely on experience) by about 18 months. I did become an OHST (based on experience) when it was available. As a result of later situations, I did not maintain my OHST certification. After I retired from the Air Force, I took the courses to become an Associate in Risk Management (ARM). I did not join ASSE until late in my Air Force career.

In the 21st century, there are a number of occupational safety and health certifications available. The Certified Safety Professional (CSP) remains one of the primary certifications. The Board of Certified Safety Professionals (BCSP) has developed other certifications that require less knowledge and engineering. The OHST and CHST are available to collateral duty safety coordinators. The Safety Trained Supervisor (STS) is available to lead persons and supervisors who need knowledge of occupational safety and health. There are other certifications that focus on occupational safety and health management.

In today's Air Force, very few uniformed (or DAFC) safety professionals have the opportunity to learn by experience in the "school of hard knocks". With career field leveling, force reductions, and other changes that result in career field changes, Air Force safety professionals need to seek certifications that can help them to fill the knowledge gaps associated with their lack of career field experience. When these professionals leave the service, these certifications show prospective employers that they have the knowledge and skills to perform in the civilian environment.

Safety professionals who are members of ASSE obtain guidance on acceptable professional behavior from the ASSE Code of Ethics. Those who are Certified Safety Professionals, also follow the Code of Ethics from the Board of Certified Safety Professionals (BCSP). Whether you are a CSP or not, these codes of ethics can help you to be professional in your daily activities.

In case you wondered, I spent the first ten years after 1990 working in aerospace (twice) and as a Loss Control Consultant for a Worker's Compensation insurance carrier. I joined the County of San Bernardino Risk Management staff in 2000.

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Reflections on 25 Years of ASSE Membership—Ann Lindsey

This past year, the Alaska Chapter ASSE recognized two of our long time members for 25 years of continuous membership within the ASSE. This brought a few questions to my mind... some, just curious what would have prompted them to join some 25 years ago? What were they seeking? What were the membership fees? Then again, what could we learn as a Chapter going forward? So I approached these two Chapter members, ok, via email... those of you who know these individuals, know they are not that easy to track down for an interview... Mike Stoddard, is a Safety Sales Representative with Airgas (pictured on the left) – he's in Russia quite often... and "Safety" Herb Everett, recently retired from Westmark Hotels where he spent 25 years at the head of their Safety program, (pictured on the right). This article is a compilation of my questions to them and many of their responses back. ~ a. lindsey

Q1: What prompted you to become a member? Did you see a value? And what was it? What were the annual dues then?

Response: MS - I was somewhat active in the Seattle chapter, as time allowed, from 1980-1985. Then I moved to Anchorage. After I got settled in, I suggested to my manager at the time that it would be helpful and useful for me to join ASSE. I had been exposed to the group in Seattle and enjoyed the networking opportunities. In June of 1986 (6 months after arrival) I decided two things: I am going to stay in Alaska and I am joining the local ASSE. At the time, I had met a number of safety professionals from Sohio and Arco and they encouraged me to become a member, so I did. Being in the safety industry since 1975 (only 4 years after OSHA was established), I felt, what better way to keep in touch with the industry and the people responsible for safety than to become a member of ASSE. At this point ASSE was 60 years strong. It was also a great way to help people who have the same passion and drive I do for a better safer work place. I also very much see a value in being a member as there are so many support channels, so much information available, and networking, safety certification classes, job resources, government agency links information to channel partners such as OSHA, NIOSH, MSHA to name a few. As far as annual dues I believe it was around \$50-\$65.00 for the year.

Response: HE - When I was stationed at Elmendorf AFB, here in Anchorage one of my co-workers was a member and asked me to join.

Q2: Has your employer always paid your dues?

Response: MS - Since 1983 I have had two employers and YES they have paid my annual dues with no question or hesitation.

Response: HE - The first six years I paid my dues. Then in 1991 my employer started paying my dues and has since.

Q3: What has been the greatest value to you personally that membership has brought?

Response: MS - Greatest value to me personally is the genuine friendship that I have found as well as the camaraderie amongst members of the organization. I have met new friends from around the world (mainly in the Oil and Gas Industry) who are also members back home (where ever that may be).

Response: HE - The networking and mentoring.

Q4: What has been the greatest value to you professionally?

Response: MS - ASSE has allowed me to meet some of the best safety professionals in the world, I have gained/earned trust amongst my peers and have grown to become a better safety professional in our community. I have also been blessed to have so many of the Alaska members support my business as well as my family, I thank you.

Response: HE - Working and communicating with Professionals.

Q5: Do you tell others and mentor new safety's into ASSE? If so, what have you told them when they followed up and became members?

Response: MS - I do tell others about ASSE, I continue to invite coworkers, sales associates from manufacturers that support Airgas to our monthly meetings as well as involve them in our annual ASSE safety summits. I also do what I can to be a mentor to my customers and to the new people joining our industry. My doors have always been open and I am always willing to offer guidance and be supportive anyway I can be.

Response: HE - Yes, over the years I have recruited several young safety people to become members of ASSE. I have enjoyed being a mentor to many new young safety professionals.

Q6: Are there any professional milestones you achieved that you feel membership assisted you in? And name them.

Response: MS - I haven't achieved any certifications or degrees in education from being in ASSE but with the support of ASSE I have achieved multiple sales achievements awards that have been recognized nationally from Airgas. This was partially achieved by the relationships I have made and the support of the members of ASSE.

Response: HE - Yes, I served as Region 10 VP, and was selected by the Alaska Chapter to receive the SPY award in 1991, 1994, and 2000.

Q7: Did you experience any challenges in membership over the years?

Response: MS - No challenges that could not be overcome by the continued support I received from ASSE and its members.

Q8: How has the value of membership changed over the years? - good and bad

Response: MS - Value to me has been on the good side as over the past 25 years more and more services and support links have been made available to members. There are so many more electronic channels to choose from and to work with.

Q9: What do you wish were still done or offered that is not anymore?

Response: MS - I have been pleased with all offerings for how I utilize my membership tools.

Response: HE - The chapter used to do a Lite-A-Bike program with the VFW – wish we still supported it.

Q10: What significant changes have you seen in the HSE field over the years?

Response: MS - From my industry and how I work with the HSE field we have a broader offering-selection of safety PPE and equipment available than we had 37 years ago, which is when I started in safety and was introduced to the industry and various jobsites. Keep in mind that OSHA was only formed 4 years prior to me getting into the safety industry - it was a very green industry then and was governed very differently than it is today. The options for personal safety was scarce and limited, for instance if you wanted to buy a pair of safety glasses, you had the same color choice you had when buying one of Henry Ford's Model "T" cars you can choose any color you want as long as its black. Also, in the gas detection industry mines were using canaries to determine CO levels in the mines until mid 1980's in some countries (Britain). There have been many changes in our industries over the years, and we have more changes to make. Absolutely each year it is less acceptable to continue doing the job the same way even though it may not be safe because "I have done it that way for years and I am still here & OK."

Response: HE - When I got into safety in 1975 it was just safety. Now it is safety, Health and Environmental.

Q11: What value have you gained from the Alaska Chapter - good and bad and how you rate it in 2012 vs when you became a member 25 - 35 years ago.

Response: MS - One of the biggest values I have gained is with our members. First of all we only had about 70 members when I started, and it seemed that 1/2 of them were gone 1/2 the year working on the slope and remote locations - so we had the same small group of people at the monthly meetings. Now, we have almost 4 times that number in new members for 2012. The positive gain is the energy and enthusiasm and knowledge of our new members and the way we help each other. We also have a great network of quality speakers that bring value to our members.

Response: HE - Growth in membership over the years.

Q12: What do you see as the biggest challenges going forward for society and for the Chapter?

Response: MS - The biggest challenge I see will be to keep it exciting especially to the young members, and finding the time to be involved in the group. You need to keep it interesting as well because there are so many other resources and channels one can travel to obtain information and networking opportunities. This is so different than what we had to work with 25-35 years ago. Keep in mind that when I started in the safety industry we didn't have cell phones, we had tele-fax machines, no Google. Portable laptop computers started appearing in the mid to late 1970's. What I am trying to close with, - is - keep the young members involved and keep them intrigued and interested, and then we can find the time to keep attending the meetings.

Response: HE - The increase in membership costs.

Q13: How do you feel involved as a member of society / our chapter

Response: MS - I have been involved since the first day I started, at one point I had considered and was asked to work my way thru the chairs. Due to the type of job and the travel required for my job I could not guarantee to be at additional meetings that required travel outside for ASSE. I have supported every Governors' Safety and Health conference since 1986 (never missed one), this has always been supported strongly by local ASSE members. And have supported the Safety Summit every year it has existed.

Response: HE - Went through the chairs of the local Chapter, served on Alaska Safety Advisory Council, and have been involved with The Governors Safety and Health Conference for the past 25 years.

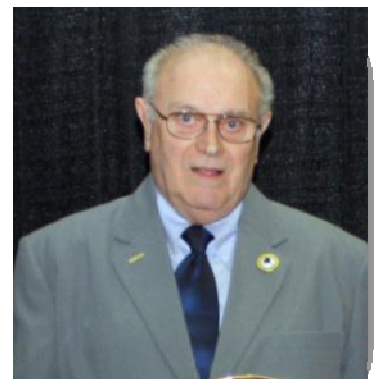
Q14: Areas you would like the society / chapter to go?

Response: MS - Continue supporting the student chapter, offer grants and scholarships to students involved with engineering, math-sciences, and computers. Become stronger in the high schools supporting engineering and robotics functions. These are the NEW professionals that will consider becoming members in the ASSE in the years to come. I would also continue to work closer with other professional groups in building, engineering, construction, oil and gas, utilities, environmental, mining, fisheries. Also work to blend the other groups like CHMM, CIH/IH groups and be a part of their conferences or bring them in to ours.

Response: HE - Stay involved in Community activities, Governors Safety and Health Conference, and provide professional training for members. Try to join other groups that promote safety and health for all Alaskans.

A special thanks goes out to Mike Stoddard and "Safety" Herb Everett for their contributions in this article. Their experiences and insight over the past 25 years help highlight what we do as a Chapter and a Society - to keep our efforts always in alignment with our membership's growing needs, looking to the past to better our Society going forward.

Thanks again, Mike and Herb!





VOLUNTEERS FOR SAFETY

TWO FIRES ON A CRUISE SHIP A REALLY GOOD JOB BY THE CREW FROM A SAFETY PROFESSIONAL'S POINT OF VIEW

With all of the problems that the cruise ships have been having, and the bad publicity they have put up with, it is nice to be there when something good happens.

I am sure that every normal passenger who has ever been on a cruise ship has been bored during the life boat drill the ships have as you are pulling away from the dock. Everybody gripes about the drill, and feels like they look like a fool when they try to struggle into their life vests, and try to figure out how to get it tied. Any safety professional that would be reading this newsletter would put up with this, as they know how important it really is, but the ordinary passengers feel it is just too much of a bother.

THEN THE TIME COMES WHEN YOU MIGHT REALLY NEED IT!!!

I was on a cruise the last week in October through the first week in November in the Caribbean, and there were two fires on board during the cruise. At those moments the regular passengers suddenly became really interested in remembering those things during the life boat drill that they had ignored.

On each one of the metal frying tables in the kitchen which is just a large grill where they flip hamburgers being cooked, there is a trough at the bottom of the cooking surface where the fry cook uses his spatula to scrape off the buildup of grease that boils off the hamburgers and accumulates on the cooking surface of the grill. This is called a "grease trap" and is designed to keep the grease off the cooking surface where it might ignite and "flare up". One of these traps on the main food service deck (deck nine) caught fire about 6:00 pm while my wife and I were strolling down deck four on our way to the formal dining room.

This first fire was a very small one, but it was illustrative in that the fire control procedures used were very similar between the small cooking fire that was probably already out, and the larger fire that happened days later.

When the cooking grill caught on fire, immediately the fire alarms all over the ship sounded. You will never have to worry that you might not hear a fire alarm on a cruise ship, or it might not wake you up. These alarms are loud enough to wake the dead from 500 yards away.

Immediately after the fire alarms shut off (about 30 seconds) so you could hear again, the Captain in person came on loudspeakers that cover all points on the ship making an announcement about the fire. The Captain being the one to make the announcement is important in that it tends to calm the passengers in that the guy in charge already knows about the problem and steps are already being taken to handle it. The thought that nobody was in charge of extinguishing a fire might cause a panic among the passengers that would be worse than any fire.

The Captain announced what it was that was burning to give the passengers an idea of how big this fire really was. Then the Captain said where the fire was burning so passengers would know to stay away from that area of the ship. Third, he announced that the fire was already being responded to by the crew. He stated that the passengers should not be surprised if they did not see any of the crew right then as all crew members were already mobilized to go to their fire stations.

From then on, there was a personal announcement directly from the Captain every three minutes on exactly what was happening, and the status of the fire. If there were any steps the passengers should have taken (such as "Go get your life vests") they would have been announced at that time.

The Captain was exactly right about the crew already having gone to their fire stations. When my wife and I walked into the main dining room we were the only two people in a room with tables already set for over 1,500 diners. It gave a clear demonstration that with any fire at sea, the number one priority is to fight that fire!!!

By that time, the fire was probably already out. All modern cooking areas have either automatic fire extinguishers that would spray a cooking area with fire extinguishing flame retardant or foam if the area above or around that cooking area had an immediate temperature rise, or the temperature there was hot enough to indicate a fire. It could also have been the person that had been working on the grill had already hit a switch located next to the grill that would spray the entire grill surface with firefighting chemicals, or foam.

Announcements every three minutes from the Captain continued until the fire had been put out and members of the firefighting crew had been able to ascertain not only was the fire out, but that it was not still hot enough to possibly re-ignite. When that became the case, the Captain announced that the fire was over and all passengers could go back to whatever they had been doing before the fire started, and that the crew would soon be returning from their firefighting duties to go back to their normal work.

As all firefighters can tell you, a very major problem in a fire is not the fire itself but the panic that can ensue with a crowd during a fire. Persons can panic and will do anything to get away from the place of a fire that they deem to be a danger to themselves, including trying to be the first to get away from the fire and trying to run out a door or get down a passageway. If this would happen with only one person, it might not be so dangerous, but if there is a crowd present and 100 of them panic to try to be the first to get away when there are exits that can only handle 25 of them, the ensuing crush at an exit may kill all 100 of those trying to get away.

The other fire on board was the last night on the ship before we docked back at Ft. Lauderdale. At about 11:30 pm when most passengers had gone to bed, the fire alarms again went

off all over the ship. The fire was an overheated air conditioning unit on the inside of the main deck. It was putting out a lot of smoke, and the crew evacuated the passengers from their cabins on about one third of the cabin area on that deck.

This second fire was certainly larger than the first, but the Captain and crew used the same procedures to handle this one. When the fire alarms shut off, the Captain gave an announcement about the size of the fire, what was burning, where it was located, and that the crew had already responded and were mobilizing at their fire stations.

Next, on a three minute schedule, the Captain gave updated announcements on the status of the fire. As this fire was larger than the first one, it took about ½ hour to put the fire out. Then the crew had to check all of the cabins on the deck where the fire had been to make sure there was no further fire danger before letting those people back into their cabins.

My wife went down to the front desk the next morning to check on something and said she wouldn't have wanted to spend the rest of the night on that deck, as it smelled of stale smoke really bad. Fortunately our cabin was at the opposite end of the ship and six decks higher up than the deck with the fire.

One of the VOS Board members said sometimes companies on land are contracted to do basic maintenance around the ship when it is docked at the main port. If one of these subcontracted companies had not done a proper job on the air conditioning unit, that could have caused the second fire to happen.

So the steps taken by the Captain & crew were:

1. Fire & lifeboat drills just as the ship was leaving the dock for all passengers.
2. Very loud fire alarms sounded immediately when any fire was discovered.
3. Announcements by the Captain on where the fire was, what was on fire, how big was the fire, what was already being done to extinguish the fire, and what steps (if any) passengers should take.
4. Announcement updates from the Captain every three minutes on exactly what was happening, and the status of the fire.
5. A final announcement from the Captain that the fire was out, and the crew had checked the area of the fire to see there was no chance that the fire might re-ignite.

This type of response is what you would want from the crew of any ship you are sailing on. Good Sailing!

Tornado Safety “Shelter in Place”

Tornados can strike anywhere within the US. It is important that we are prepared before an actual event happens.

What to Do During a Tornado

When the alarm sounds - (City or building) Follow instructions or proceed to Shelter in Place area in structure.

In a structure - Go to pre-designated shelter area such as a safe room, basement, storm cellar, or lowest building level.

In a vehicle, trailer, or mobile home - Get out immediately and go to lowest floor of a sturdy, nearby building or a storm shelter.

Outside with no shelter - Lie flat in nearby ditch or depression and cover your head with your hands. Be aware of the potential for flooding.

Shelter in Place Locations

Pre-determine where to take shelter — Select location for your common areas. (Home, work, vacation homes, etc)

Educate affected people where it is — It is important that all people know where they need to go and the routes they need to take to get there. (Including visitors and contractors)

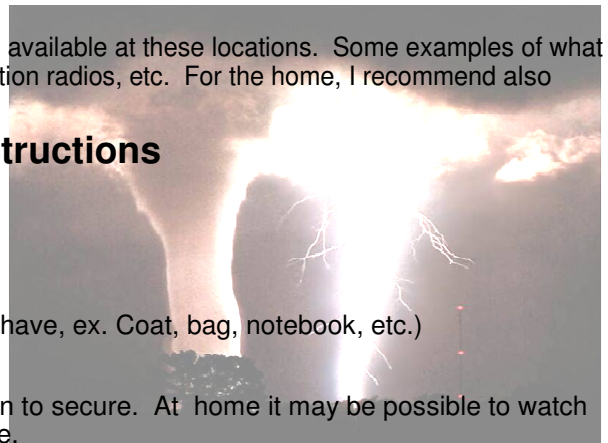
Drill or practice — This will help in memory retention of the location and also possible come up with some issues that will need addressed.

Stock location as needed — It is a good practice to have supplies available at these locations. Some examples of what could be needed are first aid supplies, severe weather radios, communication radios, etc. For the home, I recommend also having a three day supply of water and food.

Shelter in Place Instructions

Do the following while in shelter area:

- ✓ Avoid talking and be alert for direction
- ✓ Crouch as low to the floor as possible with your face down
- ✓ Put your hands over the back of your head (or an item you may have, ex. Coat, bag, notebook, etc.)
- ✓ Don't walk outside to see what is going on
- ✓ Listen to city alarms or severe weather radios to determine when to secure. At home it may be possible to watch it on television, but if you lose power this wouldn't be available.



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LAND TOURS ON A PANAMA CANAL CRUISE

Last year we had an 11 day cruise on our way through the Caribbean to get to the Panama Canal. We stopped at a number of islands, and did some land tours while we were docked. Land tours can be a lot of fun as you get to visit the local sights up close and take a load of pictures on what you saw, but sometimes they can be a disappointment. The following is our assessment of the land tours that we took and how good we felt they were.

At ARUBA, we took a Natural Wonders of Aruba land tour and started by visiting a butterfly farm. For a little humor, someone at the farm had posted a sign: "Beware of Attack Butterfly" in front of one of their cages. It is amazing how beautiful some of these diminutive creatures were and how they would fly over and light on your shoulder. You can't even tell they are there by their weight as they weigh less than a feather from a small bird.



After that, our tour bus stopped at a Natural Bridge Rock Formation. This was a coastal rock formation in the shape of a bridge that had strong waves breaking over it causing great pictures if you had a fast camera. Originally there had been a much larger rock bridge, but the erosion of many waves over the years led to that rock bridge collapsing in 2005. The current rock bridge is a much smaller one, but it too is undergoing many heavy waves a day, and someday it may collapse too.

We went on to CURACAO, and took a Highlights of Curacao & Folkloric Show which was a real treat. We first visited a small museum, and then went on to a liquor tasting at the Senior distillery at Curacao (bringing five bottles back). The Folkloric Show was dancing dynamite and the highlight of our visit to Curacao. Six folkloric dancers of Curacao put on a fabulous dancing program that had about 20 member of the audience getting up on the stage to dance with them. After a short break after the dancing we headed back to board the ship passing through a group of local curio shops in tents. There we discovered the curio shops were selling the same liquor we had just purchased from the distillery about \$2 a bottle cheaper.

The cruise companies want you to be able to physically complete the land tours you select, so they publish the listings of the tours with a small icon by each tour indicating one, two, or three persons walking to indicate how much physical activity is involved on each tour. One person indicates you will be riding a motor coach where you are driven from one scenic event to another. Three indicates means "strenuous activity" and you had better be in very good physical shape, or you should pick another tour at this port. The problem is that sometimes the physical exertion listed is wrong.



In CARTAGENA, Columbia, we took the Cartagena City Highlights tour. The tour booklet showed this as a two person icon, so although my wife and I are getting along in years we decided to take it. That was a major error on our part. The first major stop we made was at a huge old Spanish fortress.

The ramp to get up to the top was too steep, and too long (about 500 yards up) for a couple as old as we are, so we turned around after about 50 yards and went back to where the tour buses pick up the tourists. About 20 more tourists walking along with us did the same thing. It turned out we had done the right thing. When the other tourists from our bus came back down the hill, some of them complained the tour guide, who was in a lot better shape than the tourists were, had walked them around so fast that he had lost some of our tour group while on top of the fort. Later in the tour the guide lost two of the tourists from our bus in a large church (that would be me and my wife). Another tour guide from the same company helped us find our tour group about 15 minutes later.

Our guide lost some others of our tour group which was the third time that had happened. The guide actually chewed out the tourists on our bus for him losing them. I thought guides were there to make sure the tourists did not get lost.

One thing that was fun in Cartagena was we were walking on a sidewalk that was packed with a lot of street vendors trying to sell you everything you can think of, whether you want it or not. A guy came down the sidewalk with a three toed tree sloth, about the size of a rabbit, carrying it in his arms like a baby and offered my wife to let her take a picture of me holding the sloth for \$2. My wife promptly beat him down to \$1, and they handed the sloth to me. The little critter sniffed me over and apparently decided that he liked my smell, and maybe my flavor, because he unlimbered his long tongue and gave me a long sloppy kiss right up the side of my face. I am pretty sure the sloth had halitosis, but since it was so hot in Cartagena that day, the whole tour group was sweating and they all smelled as bad as the sloth did anyway.

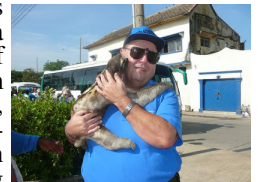
The PANAMA CANAL itself. The main point of our trip was to go through the Panama Canal. They send ships through the canal as it is a lot cheaper than having to sail your ship on an 8,000 mile trip around the coast of South America to get to the Pacific Ocean side. Going through the Atlantic side of the Panama Canal was amazing as there was only about 1 1/2 feet of clearance on each side between the hull of our ship and concrete wall of the locks. We were not able to get any good pictures of the locks going through the locks themselves on our cruise ship as there were only two places at the nose of the ship you could take good pictures from, and they were both highly overcrowded, with passengers at least 10 deep at the front railing. Anybody short or at the back of the wall of passengers, just didn't get any good pictures. On land, we took the Panama Railway Dome Car & Motor coach to Colon to get to the Pacific side of the locks shooting a lot of pictures as we went. We managed to see both the Atlantic and Pacific oceans in the space of about two hours. They are in the process of digging another set of locks in the canal to increase the number of ships that they can handle.

Our last stop before sailing back to the U.S. was at PUERTO LIMON, Costa Rica, and we took the Veragua Rainforest, Aerial Tram & Research Station tour of a tropical rainforest at the university research station there. That was, by far, the best land tour we took during the 11 days of the cruise. Eight of us rode a tramway bucket car on a cable over the forest to get into the heart of it. Seriously: The guide says this insures you that the local jaguars in the rainforest will not make a meal of you on the way down to the displays. My wife was not afraid of the jaguars as she figured that they would go for the fat juicy one for their lunch and that would be me, not her. The university's herpetological displays of extremely poisonous snakes, a large boa constrictor, poison dart tree frogs, etc. were all in nice sturdy cages. The guides thought that one of their poisonous snakes wasn't too bad since if it bit you, you wouldn't die for about eight hours. They have some strange ideas of that snake being "not too bad".



They said they had one that was really a lot worse as it would kill you in about five hours. Walking on wooden walkways through the depths of the rain forest was fascinating. Loads of large leaf ants making lunch of tree leaves about six inches

wide, and over a foot long. Spiders making lunch out of the ants. Huge butterflies flitting from tree to tree. We had a light lunch there, and I got to pet an Agouti that the research station had for a mascot. An Agouti is a creature like a guinea pig about the size of a rabbit. The agouti smelled the sandwich I had for lunch on my fingers, and licked them clean (guess he liked roast turkey).



GREAT ENTERTAINMENT ON THE SHIP

All cruise ships make a good effort to have entertainment on the ship itself that you can enjoy while sailing between ports. Some are the standard song & dance companies that usually put on a couple of performances each evening.



The cruise we took from Ft. Lauderdale to the Panama Canal and back had the best musical entertainment performing group I have seen.

The boat advertised a steel band performance as one of their entertainment programs. I was not sure exactly if they would be playing only Calypso music or how loud they would be, but I decided to give them a try, and I was extremely glad.

The first surprise of their performance was when the three men in the band all came out wearing tuxedos and the lady in the group was wearing a fancy long gown. One of the men was their drummer, and the lady and the two other men played steel drums in different keys. They all gave the audience formal bows and launched into a program of orchestral music that was as well thought out as it was well played.

The group is the Island Magic Steel Band who gave a performance covering from "Broadway To Beethoven...And Beyond". Numbers they played covered melodies including: Memory, Don't Cry For Me Argentina, Phantom Of The Opera (Andrew Lloyd Webber), Orpheus In The Underworld (Offenbach) and

they shocked the audience when they discovered Orpheus In The Underworld included the Can-Can dance from Paris. They played some Beethoven & Tchaikovsky classical music, then moved into an old swing band number of In The Mood. That was followed by Rock Around The Clock, and Somewhere Over The Rainbow, succeeded by an old cowboy number number of Ghostriders In The Sky.

The audience was obviously enthralled by the band and showed it in their applause for the musicians.

The band had done so well, they were brought back for another performance later in the week. This time the music hall was packed as the word had gotten around the ship of how great the band was and unless you got there early, you didn't get a seat.

This performance, they played an entirely different format of music. They had several Calypso numbers including Jamaican Farewell, Matilda, and Mary Ann, as well as three Beatles numbers, one from Elvis, one from Abba, one from Frank Sinatra, Schubert's Ave Maria, and another seven musical numbers.

This time the crowd was hugely more enthusiastic than they had been at the earlier performance and the band got a standing ovation interspersed with loud cheering. The close-out was when the speaker for the band said this bunch of listeners was "Their kind of audience". He was right.

If you can get on a cruise where this band is performing, you will not be disappointed!

THE MECHANICS OF THE CANAL

The Panama Canal is gigantic. There is no other way to describe it. Huge ships sail into the system of locks, are raised or lowered to the level of the next lock, and stair step up or down through a series of locks until they get to the right level and then sail out of the lock system.

The lock system works through manipulation of several items of nature: The place where the canal was dug is one of the most narrow spots in Central America so they didn't have to excavate so far. The locks are in a rainforest area with huge rainfalls normal each day that provide all of the water needed to float ships through the locks. In between the locks on the Atlantic Ocean side (which is actually the Caribbean at that point) and the ones on the Pacific Ocean side at a high point is Gatun Lake which is where the water from the rainforest is stored until it is needed. Lastly, the force of gravity, so that water from Lake Gatun flows downhill.

The action of the operation of the canal is actually rather simple. The daily heavy rains in the rainforest area flow into Gatun Lake which is at a higher altitude than either the Caribbean or the Pacific Ocean. The locks themselves look like giant shoe boxes where either of the short ends of the shoe boxes can be opened or closed.

If we use an example of a ship on the Atlantic side wanting to transit the Canal, the ship sails up to the lowest lock on the Atlantic side, the Canal staff opens the lock door on the side where the ship is, and the ship enters the lock with the assistance of cables from short railroad tugs pulling the ship in to position. The Canal staff closes the lock doors behind the ship, and opens water pipes that originate at Gatun lake, much higher than the ship is then. The pipes allow water to flow from the lake down to the lock where the ship is located and the water bubbles up from the bottom of the lock, underneath the ship, raising the level

of water in the lock, and the ship floats up higher as the water gets higher.

When the ship floats to the proper level, the front doors of the lock where the ship is are opened, and the ship is pulled with the cables to the next lock right in front of it. The Canal staff closes the lock doors now behind the ship, and they do it all over again stair stepping up to the level of Lake Gatun. It should be noted that there are multiple locks right next to each other so that more than one boat could be going through the locks at any time.

At Lake Gatun the ship exits the canal locks, and sails across the lake under the ship's own power to the locks on the Pacific Ocean side of the lake. The ship enters those locks and stair steps through them, only this time they are going down, to reach the level of the Pacific ocean side.

Many ships are just parked at anchor in Lake Gatun, waiting for their turn to finish transiting the locks. The lake is so huge there is no crowding between vessels.

At the present time, they are digging another set of locks at the canal that are larger to accommodate larger ships now being built.

If you ever get the chance to see the locks in action, it is crowded, but well worth it. Take a camera.

