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| <b>Zones &amp; SOW<br/>Functional Area(s)<br/>supported:</b> All; 3.9,<br>3.10, 3.11   | <b>Contract # and<br/>Value:</b> GS-35F-<br>0301J; \$161,000 | <b>Company:</b><br>George G. Sharp,<br>Inc. | <b>DOC:</b> 30 Sep 02<br><b>GOVT POC:</b> A.<br>Wong (202)781-<br>3657 |
| <p><b>Specific Experience:</b> Under this contract, Sharp tracked Mishap/Jagman afloat and shore recommendations, as they pertained to NAVSEA in the Safety Incident Management Information Systems (SIMIS). Sharp provided the US Navy program support in the investigation, reporting, monitoring, and resolution of shipboard Class “A” mishaps (loss of life or greater than \$1M in DoD property damage). Efforts required a thorough and complete understanding of Navy safety and health operating procedures and directives that would ensure appropriate steps were taken during the monitoring and resolution phases leading to the complete closure of the mishap investigation. In support of this effort, Sharp assisted in the development and maintenance of a SIMIS database which is a Microsoft® Access database used by the Navy to track mishap action items and to disseminate information and lessons learned from accident and incident investigations. Lessons learned are then promulgated by the Navy to their operating forces, both at-sea and ashore. This includes Navy shore training commands that are preparing officers and enlisted personnel for their next assignment so that they are familiar with the nature of accidents that have occurred, why they occurred, and what actions were taken to prevent recurrence. In conjunction with this effort, Sharp was responsible for supporting the Navy’s Safety Recommendation (SAFEREC) initiative. The SAFEREC program is a process in which the Naval Safety Center officially alerts the Chief of Naval Operations of potential safety problems facing the sailor at sea. As such, Sharp was responsible to the Navy in researching the issue, and assessing the most advantageous and cost effect risk management technique to mitigate or reduce the hazard.</p> |  |   |  |