Dare to Dream

By Chaplain J. David Atwater, www.chaplaincare.navy.mil

Someone once commented that "One of the most powerful things in the world is a dream. Not those dreams that come to us while we sleep, but those we consciously pursue while we are awake." Think of how dreams have shaped our modern life. Of Dr. Martin Luther King Jr. whose famous speech began, I have a dream today." And of Robert Kennedy who said, "Some men see things as they are and ask 'Why?'; I dream things that never were and ask 'Why not?'" Think of how children's lives are often shaped by their parent's dreams. I remember, for instance, that the mother of Moses was more influential to his eventual development than all the scholars of Pharaoh.

William Herbert Carruth, poet and professor once wrote:

"We are all of us dreamers of dreams;
On visions our childhood is fed;
And the heart of a child is unhaunted, it seems,
By the ghosts of dreams that are dead....
There's no sadder sight this side of the grave
Than a shroud o'er a fond dream spread,
And the heart should be stern and the eyes be brave
To gaze on a dream that is dead....
Let him show a brave face if he can,
Let him woo fame or fortune instead,
Yet there's not much to do but to bury a man
When the best of his dreams is dead."

Genesis 11:31-32 in the Hebrew scriptures may give one example of how dreams can get sidetracked or forgotten. Just two verses, but what a story. Terah, the father of Abraham, had started out on a journey for Caanan. He had enough religion to hear God's call and leave paganism. But he was attracted by the bright lights and comfort of Haran. Now, Haran (in what is now Turkey) was a good distance from his old city of Ur (in what is now Iran) but it's on the same side of the river. A fun place, perhaps, but not God's destination for his people. I heard a rabbi once say that Haran symbolizes a place of arrested development, forgotten dreams and unrealized opportunities.

Abram (whose name would eventually be changed to Abraham), was not satisfied with half-way, however. He moved on to Canaan to become "The Father of the Faithful." Hebrews 11:10 (in the Christian scriptures) describes him as looking for a city "whose builder and maker is God." A worthy legacy. And one which has influenced us all.

Think for a moment. What are the dreams that have shaped your life, that determined your direction, or helped you to make it to this station on your life's journey? Have they empowered and called forth the best in you? Can they help you become the person you think God intended you to be? Do you still hold on to them, and nurture them? Important questions. I hope you can take a moment of your time to reflect on, and perhaps recover, "the power of a dream." But be careful what you dream! It may come true, and even if it isn't realized in your lifetime, it will affect you, and perhaps even the way people remember you... forever.

WAAN system allows quick alerts of emergency situations

By CNIC Public Affairs

Tragedies such as Hurricane Katrina and shootings at Virginia Tech and Fort Hood clearly demonstrate that being able to put out emergency information quickly is vital to the safety of personnel.

Government agencies, educational institutions and private industry have taken great strides to develop critical emergency notification methods to protect life, limb, property and operational capabilities.

The Navy has developed the shore Wide Area Alert Network (WAAN) for Sailors, Navy civilians and their families to receive emergency information no matter where they happen to be at the time of the crisis.

To receive these emergency notifications while away from the workplace, anyone assigned ashore with an NMCI or One-Net computer must register their emergency contact information on their computer.

"In times of natural disasters and crisis events on our bases, it will be crucial for our Sailors and Navy civilians to receive information updates as well as guidance on where to go and what to do," said Commander Navy Installations Command (CNIC) Vice Adm. Michael Vitale. "Currently, only 20 percent of our population has signed up for Wide Area Alerts. We need to encourage 100 percent participation by everyone assigned ashore."

The WAAN has been developed to provide Navy installations with an effective and reliable mass notification system that can be used during a crisis to warn affected personnel.

The WAAN consists of four sub-systems: Computer Desktop Notification System (CDNS), Automated Telephone Notification System (ATNS), Giant Voice (GV), and Interior Voice (IV).

CDNS and ATNS have been rolled out to each NMCI and One-Net user in the form of the AtHoc Self Service client which starts automatically on computers at startup. Users are automatically registered for CDNS messages when they log into an NMCI or One-Net computer via their Common Access Card (CAC). All NMCI users must manually register their emergency contact information via the AtHoc Self Service client in order to receive WAAN ATNS or e-mail/text notifications.

Instructions for adding contact information to the WAAN using the AtHoc Self Service client are:

• Right-click on the AtHoc Self Service client (Purple Globe) icon in the users system tray, at the bottom of the computer screen.

• Select "Access Self Service" from the pop up menu.

• The Athoc Self Service client will open. Select the "My Info" tab and update your last name, first name, display name than click save. Do not enter Personal Identification Number (PIN) information.

• Select the "Devices" tab and enter your contact information in the appropriate fields and save.

• This completes the registration process.

For assistance with these instructions or with technical issues, contact the CNIC Help Desk at 1-888-264-4255, DSN: 942-6597 or visit the website https://supportcenter.cnic.navy.mil.

Basics of risk management key to mitigating mishaps in 2011

By April Phillips,
Naval Safety Center Public Affairs

Following the holiday season, Sailors and Marines across the fleet are returning from leave and getting back to the regular routine at their duty stations in 2011.

Whenever large numbers of people are returning from extended time away from the job, there's a potential for mishaps to occur due to complacency or skills that have become rusty.

January is also a time when many Sailors and Marines enjoy winter sporting activities such as skiing and snowboarding. There's a greater likelihood for inclement weather, deteriorated driving conditions and slips, trips and falls.

All these factors combine to make this a good time to remember the basics of risk management, said Derek Nelson, head of the Media Division at the Naval Safety Center (NAVSAFECEN). Nelson writes the popular weekly "Summary of Mishaps," which is better known as the "Friday Funnies." In this capacity, he pores through the mishap reports received by NAVSAFECEN, and he has noticed some trends.

"Snowboarding mishaps have really been on the rise in the last few years," said Nelson. "People seem to have a hard time recognizing their limitations."

Nelson said a lack of training contributes to many snowboarding mishaps. Others attempt to outdo their experience level, including a second class petty officer who had been on five separate snowboarding trips before he hit the slopes with some shipmates who had far more training than he had.

"He wasn't completely inexperienced, but he went with people who knew a lot more, and he wanted to keep up with them. He ended up with a concussion and a lot of days on limited duty," Nelson said.

Other mishap reports he has examined show a general complacency trend. He said one of the major problems is people who are in a hurry and cut corners.

"Whether you're driving or performing a task around the house or on the job, being in a hurry to get things done is a needless risk that too often ends in a trip to the emergency room," said Nelson. "Usually, the person doesn't take time to make a risk assessment beforehand, and therefore, there's no risk management that takes place."

Nelson cited one particularly memorable example; a Sailor was using a gas-powered snow blower to clear his driveway after a winter storm. The blower became clogged, and rather than turning it off to clear it, the Sailor just reached his hand inside the still spinning blades.

"It chopped off one of his fingers," Nelson said.

He also said he hoped Sailors and Marines would take time to reflect on risk management. It doesn't have to be a formal military training session to be effective.

"When people simply talk about their experiences, it can be very helpful. Everyone's got a story and sharing that story could help others. Talk about what could have been done to avoid the mishap or near miss," he said.

Those who need resources to start a risk management discussion can find them on the NAVSAFECEN website. Nelson recommends a product called "Deckplate Dialogue," which provides information and discussion ideas about numerous safety-related topics. This tool is available for download at http://www.public.navy.mil/navsafecen/Pages/media/deckplate_dialogue.aspx.

CFAY PWD Environmentalgram

Do not pour oil down the drain. Cooking oil clogs up the sewer pipes and negatively affects the performance of the wastewater treatment plant. Dispose of fats, residual oils and any solidified cooking oil into a sealed non-glass container (such as a milk carton) and put the container in the trash. Please recycle liquid cooking oils, such as those leftover after deep-frying. Call the Qualified Recycling Program Office at 243-3817 or 243-5806 for turn-in guidance in your area. Your cooperation will save time and money.

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