

Risk Management



SUPPORTING RISK MANAGEMENT IN LOCAL COUNCILS

Summer 2011

Advisory Panel Awards \$25,000 for Projects

This is the third year that the Scout executives of the Risk Management Advisory Panel have awarded grants totaling \$25,000 to local councils to fund risk-management projects. Several councils have applied for and have received funds each year. The project-funding grants are awarded in the amounts of \$500, \$750, and \$1,000.

Funds to purchase automated external defibrillators (AEDs) continue to be the most common grant request. Another large number of requests are submitted for funds to purchase or upgrade various forms of communication for camps, such as two-way radios, emergency weather communications, and upgrades for camp communication systems. Other funding needs include safety training for volunteers and staff on various safety-related topics, including defensive driving, vehicle safety, accessibility and accommodation training, and information and education on risk management for units.

Grant Submission Process

The grant submission process was set up to be easy for councils. The application for submitting the grant request is limited to one page. There is no need for backup or supporting documentation. The funds that are awarded are sent to councils in February. Councils that receive awards must provide a status report of the project by the end of June of the same year.

Local council committees should be preparing now for their projects for 2012. Submissions for the 2012 grants must be sent to the Risk Management Team by October 1, 2011. The grant application can be found online at MyBSA.org, under Resources in the Risk Management section. Projects to be considered include ones that focus on risk management issues and are not part of large capital projects.

The Application for 10 Percent Credit is still available for local councils that have active Risk Management and/or Health and Safety committees. Applications must be received in the Risk Management office by June 30, 2011. The 10 Percent application is available online in the Risk Management section of the Resources.

2011 Grant Recipients

Listed are the 2011 grant recipients from each region. Asterisks indicate multiyear winners.

Central Region

Illowa
Buffalo Trace
Anthony Wayne*
Quivira*
Southwest Michigan
Great Lakes
Ozark Trails
Mid-America*
Northern Lights*
Greater Cleveland
Simon Kenton*
Glacier's Edge*
Bay-Lakes*

Northeast Region

Northern New Jersey
Jersey Shore
Monmouth
Patriots' Path*
Greater Niagara Frontier
Seneca Waterways
Greater Pittsburgh
Green Mountain
Transatlantic

Southern Region

Quapaw Area
Central Florida*
Gulf Ridge
West Central Florida
Flint River
Daniel Boone
Central North Carolina
Cimarron
Indian Nations*
Middle Tennessee*
Golden Spread*

Western Region

Mount Diablo Silverado
San Francisco Bay Area
California Inland Empire
Golden Empire
Los Padres*
Denver Area*
Longs Peak
Conquistador
Inland Northwest



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RISK MANAGEMENT

Eagle Scout Service Project Showcases Bike Safety

Regardless of age, bicyclists do not always wear helmets. That was the thought behind Lashton Papworth's Eagle Scout service project. Since he and many of his friends use their bikes as their main form of transportation—riding to school and everywhere else—he noticed many of his friends do not wear helmets. He decided he would organize and conduct a bicycle safety fair.



Bike safety course

Lashton is a member of Troop 86 chartered to the Church of Jesus Christ of Latter-day Saints in Orcutt, California. The bicycle safety fair took place on Saturday, March 26, at his church.



Bike safety quiz

Hearing about the planned event, the local newspaper ran an article beforehand. When the article appeared, a woman contacted Lashton about participating in the safety fair because her son was

killed when struck by a car while riding his bike. She spoke about how vehicle drivers need to be aware of bicyclists on the streets and how to act safely around them.

A member of the California Highway Patrol also spoke about bicycle safety and laws. Other people who helped Lashton were road bikers, mountain bikers, and volunteers to staff the safety quiz station and food booths.

The bicycle safety fair attracted more than 150 attendees, including a teacher who brought half her fifth-grade class to help in the booth on general bicycle safety. The fair offered a course that participants could ride around and learn how to handle a bicycle safely in a controlled environment. In addition to food and fun, many people donated items to be raffled. The local television station interviewed Lashton and aired his story on the news.

Though the weather changed halfway through the event, the safety fair was considered a success by Lashton and all those who attended. Congratulations to Lashton on the success of this important project.



California Highway Patrol officer Sanchez and Life Scout Lashton Papworth

Protect Your Property (and Trailer!)

Many Scouting units have limited storage space for their equipment, and many chartered organizations cannot provide ample storage space for all the gear. Units often end up keeping their equipment in the trailers that are used to transport the gear.

Unfortunately, storing the equipment in the trailer can create a prime target for thieves. The trailer gets stolen—so does the equipment.

To help protect the equipment and the trailer, adult leaders need to do everything they can to keep the property safe and secured.

Ways to Secure a Trailer

To secure a trailer and make it less of a target for thieves, one of the best ways is a trailer-wheel lock that secures the wheel(s) so the trailer cannot be towed. These types of locks also create a visible deterrent. Trailer-wheel locks, also known as boot clamps, come in many types and sizes. For maximum security, the wheel lock needs to be the appropriate size for the wheel. It should prevent the wheel from being removed and replaced with another tire. Placing the wheel lock on the driver's



Wheel lock

side of the trailer is recommended, so anyone trying to hook up the trailer can see it in their rearview mirror.

Another deterrent is a coupler lock (hitch lock, tongue lock). The coupler lock is secured directly to the hitch so it cannot be connected to a vehicle. Many types of locks are on the market, in different shapes and sizes. Some can be ineffective, allowing thieves to defeat the coupler lock. For instance, some models can allow the trailer to be connected by rope or chain and towed away. Another type of device that clamps to the coupler lock can also be hooked to a vehicle. However, using a trailer-wheel lock, a coupler lock, or a combination of the two can create a less-likely target for thieves.



Coupler lock

come in different types and strengths. When there is several thousand dollars' worth of equipment in a trailer, an inexpensive padlock should not be used! Unless it is the right lock for the job, bolt cutters can easily cut the shackle of the lock. High-security padlocks are designed

for maximum strength and resistance with hardened steel shackles. Other features that work well on trailers are the "discus-shaped" lock with a closed shackle



Discus padlock

or a padlock with a fully shrouded shackle. These two types of high-security padlocks are designed so that bolt cutters cannot be used to cut the shackles.

Properly Storing a Trailer

Besides securing a trailer and its contents, storing a trailer the right way could prevent its theft. If a trailer is stored in a parking lot of the chartered organization, park it in a well-lit and highly visible location. If possible, park the trailer in a high-traffic area of the lot or next to a well-traveled street.

If there is room in a secured area on the property behind a gate (such as the structure where the dumpster is located), the trailer can be stored and locked in that location. If there is more than one trailer, they could be chained together, creating yet another obstacle to thieves.

Insuring the Trailer and Equipment

In addition to securing the trailer and equipment, the chartered organization should include the value of the trailer and all the equipment in its property insurance policy. Property

insurance is not provided by the Boy Scouts of America or local councils.

To assist the chartered organization, the adult leaders should take an inventory and list all the equipment. Photos of the trailer and equipment are also recommended to create a visual record.

Most property insurance policies pay either the cost to replace the trailer and equipment with today's values (replacement costs) or what the trailer and equipment are worth at today's dollars minus depreciation (actual cash value). Policies are also subject to various deductible amounts.

Lightning Safety: "When Thunder Roars, Go Indoors!"

For National Lightning Safety Week, June 19–25, we asked Jim McNitt about the risk associated with lightning and for advice on how to manage it. Jim is a longtime Scouter in the Baltimore Area Council's Capitol District. He teaches American Red Cross first aid and cardiopulmonary resuscitation (CPR), has more than 44 years of experience backpacking, and is a meteorologist and project manager at the National Weather Service (NWS) headquarters in Silver Spring, Maryland.

Area Scouter: Jim, what is the risk associated with lightning?

Jim: Over the last 30 years, the U.S. has averaged 58 reported lightning fatalities per year. Only about 10 percent of people who are struck by lightning are killed, leaving 90 percent with various degrees of disability. Remember, risk has two parts: impact and likelihood. For lightning, the impact ranges from long-term neurological disability to death (due to cardiac arrest). The likelihood depends on the time of year, location, and meteorological conditions but is highest in the spring and summer in the mountains. One of the eight methods of Scouting is the outdoor method, so BSA adults and youth must be vigilant when it comes to lightning.

Area Scouter: What is the latest National Weather Service guidance on lightning?

Jim: When at locations where you can take cover inside a safe building, remember and follow the guidance from the NWS: "When thunder roars, go indoors!" If you can hear the thunder, then you are in the danger zone. Stay inside until 30 minutes after you last hear thunder. A safe building is one that is fully enclosed with a roof, walls, and floor, with electrical wiring and plumbing. The NWS advises: "If lightning strikes these types of buildings, or an outside telephone pole, the electrical current from the flash will typically travel through the wiring or the plumbing into the ground. This is why you should stay away from showers, sinks, hot tubs, etc., and electronic equipment such as TVs, radios, and computers."

A safe vehicle is any fully enclosed metal-topped vehicle such as a hard-topped car, minivan, bus, truck, etc.



Lightning is a hazard, and even with proper procedures there will be a risk that lightning could injure someone in the backcountry where there are no "safe" locations to take cover from lightning. It is a risk that most of us are willing to accept in order to enjoy the backcountry, but it is a risk that must be managed through proper planning, situational awareness, and decision-making.

If caught in a thunderstorm with no "safe" location nearby, follow these last-resort tips. These will not prevent you from being hit, just slightly lessen the odds.

- Avoid open fields, bodies of water, and exposed areas such as ridges and mountaintops.
- Stay away from tall, isolated objects. Lightning typically strikes the tallest object. Do NOT seek shelter under tall isolated trees. The tree may help you stay dry but will significantly increase your risk of being struck by lightning. Rain will not kill you, but lightning can!
- Do NOT seek shelter under partially enclosed buildings (like a pavilion out in the open).
- Do NOT seek shelter in shallow caves.
- Stay away from long conductors like fences and railroad tracks. The current from a lightning flash can easily travel for long distances in a conductor.

Area Scouter: What about crouching on a sleeping pad for protection if caught in the open?

Jim: The NWS no longer recommends the crouch position. The crouch position has not been proven effective and it can take up precious time that the person at risk could use to run to a safer location. Putting foam or another insulating material under your feet will not provide any protection at all.

Area Scouter: What should an adult leading a trip think about when it comes to trip planning and lightning?

Jim: Trip leaders should select a campsite that is in a forest, among the shorter stand of trees and not prone to flooding, and should schedule trips above timberline for morning and early afternoon, ascending peaks well before noon. Also, the trip leader should conduct training and raise awareness of lightning and related hazards well before the trip. The trip leader should check the forecast several days prior to the trip and monitor the forecast, with the option of postponing activities or the trip if thunderstorms are forecast. It's far better to avoid a dangerous situation completely. If the trip leader decides to conduct the trip with thunderstorms in the forecast, then advise parents/guardians of the residual risk (on the consent form) and carry a NOAA weather radio (NWR). The NWR can receive official NWS warnings, watches, forecasts, and other hazard information, and it has an alert feature that will alert you when a watch or warning is issued.

Area Scouter: What types of training do you recommend?

Jim: All BSA adult leaders, and especially trip leaders, should take the Weather Hazards online course and stay current in cardiopulmonary resuscitation (CPR)/automated external defibrillator (AED) training and first aid. I highly recommend trip leaders take a Wilderness First Aid course. Qualified adults and youth members should conduct safety briefings and instruction before the trip, including training trip participants to read the danger signs associated with lightning.

Area Scouter: What else can the trip leader do to prepare?

Jim: Prepare a trip plan with emergency contact information, including contact info for the local search-and-rescue organization. In the trip plan, include procedures for lightning.

Continued on page 4

2011 Guide to Safe Scouting Now Available

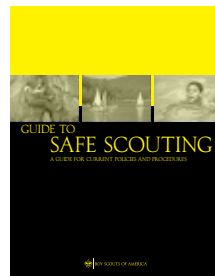
The revised, 2011 edition of the *Guide to Safe Scouting* has been issued. This long-awaited publication is available online at www.Scouting.org. The link is under QuickLinks on the Parent and Volunteer home pages. A hard copy of the *Guide to Safe Scouting* is available for purchase at www.Scoutstuff.org and in Scout shops.

The *Guide to Safe Scouting* has traditionally been a unit leader's guide for activities. The new version addresses other activities for the council and district levels, with combined information suitable for all activities. While some of the literature in the *Guide* provides guidance for certain district and council activities, the primary focus is still for the unit leaders planning and conducting unit activities.

The last printed version was done more than four years ago, in 2007. The newest revision has too many changes to note here. Sections that had major revisions include these:

- Youth Protection
- Aquatics Safety
- Camping
- Medical Information and First Aid
- Shooting Sports

Any changes that are made in the *Guide* are done quarterly to the online version, with a note of the change. The hard copy is printed every two years, and changes made to the content between printings are noted in the back of the publication.



When planning for activities and events, keep in mind that the *Guide to Safe Scouting* is not a stand-alone document. It is a compilation of information from the BSA source documents. To review the complete information on a particular subject, refer to the source.

In addition to the online version, there is a PDF version that is easy to print. The printable version is updated every two years.

NHTSA Reissues 15-Passenger Van Safety Caution

As the driving seasons get under way, the National Highway Traffic Safety Administration (NHTSA) is urging users of 15-passenger vans to take specific steps to keep occupants safe. Two recent fatal crashes, in New York and Georgia, involving 15-passenger vans that rolled over and resulted in 10 deaths give urgency to this reminder.

Tire maintenance is paramount in preventing tragedies. Users of 15-passenger vans need to make sure the vehicles have appropriately-sized tires that are properly inflated before every trip. Be aware that tires degrade over time. For this reason, the NHTSA recommends that spare tires not be used as replacements for worn tires. In fact, many tire manufacturers recommend that tires older than 10 years not be used at all.

The NHTSA is directing this advisory to church groups, other nonprofit organizations, and colleges that may be keeping older 15-passenger vans in service longer than usual because of tight transportation budgets. Preprimary, primary, and secondary schools should not use 15-passenger vans for transporting school children, as they do not provide the same level of safety as school buses. It is also against federal law for schools to buy new 15-passenger vans for school transportation purposes.

Safety Tips

Here are some safety tips for anyone planning a trip in 15-passenger vans:

- If you are an owner, make sure the vehicle is properly maintained.
- Owners should make sure drivers are fully trained and experienced in operating a 15-passenger van and are properly licensed.
- 15-passenger vans are extremely sensitive to loading and should not be overloaded under any circumstances. Overloading not only increases rollover risk but also makes the vehicle more unstable in any handling maneuvers.
- Owners should make sure that properly sized tires are used on their vehicles.
- Before every trip, drivers should check the tires for proper inflation and make sure there are no signs of wear. Correct tire size and inflation-pressure information can be found in the owner's manual.
- If you are a passenger, make sure you buckle up for every trip.

Additional information on 15-passenger van safety can be found at www.safercar.gov.

Continued from page 3

Require every parent/guardian to sign the consent form and the hold-harmless agreement. Finally, insist that all trip participants share the responsibility for managing risks during the trip. Besides getting trained in CPR/AED and first aid, trip participants should maintain situational awareness by monitoring the weather to identify clouds associated with the stages of thunderstorm development.

Area Scouter: Where can we get more information on the lightning hazard?

Jim: Check out the NOAA website for great information about weather hazards and for the latest forecast: www.noaa.gov.

The NWS lightning-safety website is at www.lightningsafety.noaa.gov.

Remember: **When Thunder Roars, Go Indoors!**

Risk Management Course This Summer at Philmont

A weeklong Health and Safety/Risk Management course will be offered in August at the Philmont Training Center. This course is designed for district and council Health and Safety and/or Risk Management committee members; members of camp visitation teams; members of camping, properties, and training committees; and other key volunteers and professionals with health and safety or risk management responsibilities.

The course topics will cover the latest updates to BSA rules, policies, and procedures, with exercises in risk identification and analysis. The subjects help the council maintain a proactive Health and Safety/Risk Management committee, and the course will provide hands-on practical knowledge for all participants.

The course is facilitated by members of the national Risk Management Team and the Health and Safety Team, as well as by a member of the National Health and Safety Support Committee. This year, Michael Sulgrove, Scout executive of the Gerald R. Ford Council and a member of the national Risk Management Advisory Panel, will serve as the host and provide valuable insight from his experiences at the council level.

This year's Health and Safety/Risk Management Conference at Philmont Training Center is August 7–13.

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