

USNS GEN. JOHN POPE (T-AP 110)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

T-AP 110/REL:sh
5100
Serial 39
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From: Master, USNS GENERAL JOHN POPE (T-AP 110)
To: Commander, Military Sea Transportation Service, Pacific
P-25

Subj: Ship's Safety Meeting, January 1970; report of

Ref: (a) COMSTSTINST 5100.17

1. In accordance with reference (a), the Ship's Safety Committee convened in the office of the Master at 0900 on 4 February 1970, Captain Robert E. Landry presided. The following members were present:

Captain R.E. Landry
Mr. K. Wayne
Mr. O.L. Bantz
Mr. P.E. Dattola
Mr. P.L. Smith

Master
First Officer/Safety Officer
Chief Engineer
Chief Steward
Purser/Recorder

2. The minutes of the December 1969 meeting were read and discussed.

3. The minutes of the departmental sub-committee meeting on safety were read and discussed.

4. There were two accidents in January. Both were lost time accidents. Errol M. Williams, Oiler, was injured when he walked up the gangway on the morning of 12 January. The weather was inclement, rain, winds gusting to 25 knots, tide in, surge of water running with the weather. Williams slipped twisted his knee, reported to the Chief Engineer, who called for transportation, had Williams taken to the Dispensary, Hunter's Point where he was examined and referred to USPH for further examination and treatment. After examination at USPH, San Francisco, Williams was marked NFFD, and was advised to return to his home. Later in the week Williams called and said he thought he was feeling better, wanted to return to work but was unable to do so because he could not be examined at USPH for another two weeks. The comment on the accident concerned the gangway. It was learned that Safety Branch, SFENSY, was contacted, that a new gangway was installed with a stair type step rather than the cleft type on the old gangway. Also the question was raised about lost-time. Without attempting to make medical decisions it was felt that the over-crowding of the USPH schedule and lack of opportunity to re-examine Williams, had perhaps cost him two weeks of sick leave, and charged the ship with an additional two weeks of lost time accident against its record. No solution was found.

The other accident involved the First Officer, Mr. Archie R. Connally, Jr. Mr. Connally was making a round of routine inspections with the Master and with the Chief Steward in preparation for lay-up of

"Think Safety—Talk Safety—and Sell Safety"

the ship. Mr. Connally assisted the Master to open a deck-fitted, steel, watertight door, leading to a stowage space. Apparently the lift was made without incident. Later, Mr. Connally complained of a pulled muscle in his back. The following day he called in and said he would not be able to work because of his back. He was examined by a private doctor.

The accident reports were examined and found to be complete, CA-1, CA-2, and NAVEXOS 108 were submitted on both accidents.

5. Report of Command Safety Council, P-25 ltr of 7 January 1970, was reviewed. COMSTSPAC message 19232 December 1969 was read at the meeting.

6. Serial P/25/134 of 15 January, Subj: Jury Rigged Death, was read and discussed.

7. Safety publications for December and January had been received on board and distributed through the Safety Officer. Included: - Safe Driver, Safe Worker, Industrial Supervisor, Safety Review, and Accident Prevention for Marine Personnel.

8. The Master stressed the importance of prompt reports on unsafe conditions. An accident may be viewed as an unsafe condition that made its presence known in the worst possible way. Accident reports should also be prompt and accurate. Investigations of accidents should also be prompt and accurate.

The meeting was adjourned at 1000.

ROBERT E. LANDRY