

USNS GEN. JOHN POPE (T-AP 110)

C/O FLEET POST OFFICE
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From: Master, USNS GENERAL JOHN POPE (T-AP 110)
To: Commander, Military Sea Transportation Service, Pacific
Code P-25

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

Ref: (a) COMSTSINST 5100.17

1. In accordance with reference (a), the Ship's Safety Committee met in the office of the Master at 0900 on 5 March 1970. Captain Robert E. Landry presided. The following members were present:

Captain R.E. LANDRY
Mr. K. WAYNE
Mr. E.J. ORLOWSKI
Mr. P.E. DATTOLA
Mr. F.L. SMITH

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

2. The minutes of the January 1970 meeting were read and discussed.
3. The minutes of the departmental sub-committees on safety were read and discussed.
4. There was one accident during February 1970. On 5 February 1970, Joseph Meyer, Able Seaman (Maintenance) assisted the Carpenter to open a side port door at the Troop Mess on the second deck, starboard side, USNS WEIGEL, for the purpose of unloading Damage Control shoring. Meyer was at the center of the two sections of the door, the Carpenter at the left, an Able Seaman at the right. The doors were hard to open. All pushed with extra effort, the doors swung open. Meyer caught the ring finger of his right hand between the sections of the door. In his accident report CA-1, Meyer mentioned that the lighting was poor in the area. None of the witnesses mentioned poor lighting as a factor. Meyer was taken to the Dispensary at SPENSY, Hunter's Point, for treatment. He was referred to USPH Hospital in San Francisco for further treatment. The of his right ring finger was severed, surgery was required to close the wound. He was declared not fit for duty. Prognosis was estimated to be good.

In reviewing the accident report the Master was pleased by the excellent and comprehensive investigation made by Mr. K. Wayne, Safety Officer. (First Officer.)

"Think Safety—Talk Safety—and Sell Safety"

4. (cont'd)

It was stressed in para. 7., (NAVEKOS 108) "Recommended Corrective Action:" that there is a need for continued and constant supervision in new work situations. It was a work situation not made known to the First Officer nor was it made known to the Boatswain. It was the decision of the work party to open the side port doors because they felt it would be easier to unload shoring through the doors than to carry it topside and to lower it to the dock by use of the ship's cargo gear.

5. In the general discussion several points were stressed.

a. The dangers of smoking in unauthorized areas was made clear. Butt cans have been placed in authorized smoking areas. Particularly sensitive are Troop areas, storerooms, and hatch areas where blankets, bedding, and other items have been stowed.

b. The Engine room is preparing for shut down. Oil and grease in open cans must be taken ashore and placed in the containers provided by the scavengers. Caution must be used to make certain no residue of oil remains on ladders. Any oil spill must be wiped clean at once.

c. Cleaning gear lockers are being emptied. Make sure that caustics are not dumped into containers holding other chemicals. The danger of spontaneous combustion was emphasized.

d. There is much hard work to remove stores. Lift properly, bend the legs to assume the proper position. Do not overstrain, a back injury may be permanent. When carrying bundles up ladders use one hand for yourself and one for the load.

e. ON heavy lifts, get help. Even with a drastically reduced crew there are enough hands to do the job. Call for assistance.

f. The need for constant supervision has become painfully evident to us. Haste solves nothing. Safety is no accident. Discuss the job with your supervisor before taking independent action.

g. The First Officer will furnish hard hats for use in the dry dock and yard overhaul period. The Safety Officer can supply the hats, the crew must wear them. Any safety hat is better than none but a hat that fits stays on longer. The hats should be adjusted to individual size. We all hope nothing hard and heavy falls on us, but if it does, we want to be around to tell about it.

The meeting was adjourned at 1000.

ROBERT E. LANDRY