

152-65

*For  
Safety Meeting*

DEPARTMENT OF THE NAVY  
MILITARY SEA TRANSPORTATION SERVICE, PACIFIC AREA  
FORT MASON  
SAN FRANCISCO, CALIFORNIA 94129

P-25

From: Commander Military Sea Transportation Service, Pacific Area  
To: Distribution List

Subj: Report of Fourth Quarter Command Safety Council meeting

Encl: (1) Fourth Quarter Command Safety Council meeting; report of

1. The report of the Command Safety Council meeting of 11 March 1965 is returned, approved.
2. The outstanding safety record of the following ships and shops in 1964 is noted with pleasure. I commend those responsible in the following ships and M&R Shops for their effective accident prevention efforts:

CHEYENNE  
MERRELL  
PERSEUS  
WHEELING

WATERTOWN  
DAVIS  
PENDLETON

SHOPS: 17, 26, 31, 38, 51, 56, 67, 71 and 72

3. Improvement in the safety performance in all COMSTSPAC ships not listed above is necessary. Masters are to assess their safety activities and intensify their efforts to achieve a meaningful reduction in accidents.
4. The information contained herein is to be disseminated to all hands and a copy shall be posted on official bulletin boards.

*Just Files*

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DEPARTMENT OF THE NAVY  
MILITARY SEA TRANSPORTATION SERVICE, PACIFIC AREA  
FORT MASON  
SAN FRANCISCO, CALIFORNIA 94129

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From: Chairman, Military Sea Transportation Service, Pacific Area  
Safety Council  
To: Commander Military Sea Transportation Service, Pacific Area  
Subj: Command Safety Council Meeting; report of  
Encl: (1) Accident Cause Analysis of Accidents occurring between 1  
October and 31 December 1964

1. Pursuant to reference (a), the Command Safety Council met at 1330  
on 11 March 1965. Members present were:

CAPT W. M. Price, USN	Chief of Staff, Chairman
CAPT P. F. Straub, Jr., USN	M&R Officer
CAPT R. B. Greenman, MC, USN	Medical Officer
CDR B. C. Harrington, SC, USN	Supply Officer
LCDR J. W. LeDoux, USN	ACS Administration
CAPT R. M. Baughman	Chief Inspector
Mr. George Gold	Ind. Relations Officer
Mr. C. W. Lockard	Dir. Safety Div., Advisor & Coordinator

Members absent were:

CAPT J. A. Lindbeck, USN	ACS Operations
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Associate members present were:

Mr. R. W. Benedict	Asst. Port Captain - alternate
Mr. F. H. Johnson	Asst. to Deputy M&R Officer
Mr. J. F. Palmer	Foreman, M&R Shop
Mr. A. J. Shaddy	Port Steward
Mr. E. B. Rolston	Claims Examiner

2. The purpose of the meeting, the Chairman advised, was to review our accident experience and consider measures for increasing the effectiveness of our accident prevention program. He noted, that while injuries and accident costs were reduced the past year, that our efforts were not as effective as they might have been and added that we can and must do better.

3. The minutes of the previous meeting and the Commander's action thereon were reviewed. The action directed was carried out.

4. Old Business:

Gangway accidents in PAC ships since 1952 have accounted for 55 seamen injured. Of this total 25 were disabling injuries and one resulted in

permanent total disability. Slips and falls accounted for 32 of the injuries, and of these, 18 were disabling. Because they are a temporary means of access, gangways are always a potential hazard unless rigged and maintained in a safe condition. They must be well illuminated. Lashings and lifelines must be adequate and properly secured. Rollers must be guarded. The walking surface must be free of debris and slipping hazards. Like ladders, they must be rigged at a safe angle and properly tended. Due respect for existing conditions and observance of the adage - one hand for yourself and one for the ship - should eliminate all injuries on gangways.

(5) New Business:

a. The Safety Director reported that there were 26 disabling work injuries and 102 first aid injuries during the quarter. Slips and falls accounted for 45 accidents. Fourteen of these resulted in disabling injuries. Striking against objects resulted in injury to 40 persons and 18 were injured when struck by an object. Six of the latter resulted in loss of time. An unsafe mechanical condition existed in 17 cases and an unsafe act by the injured person figured in 77% of the accidents. Most of the accidents occurred in routine operations not normally considered to require close supervision.

The injury record, however, reflects the need for closer supervision of routine work to detect and correct unsafe work practices before accidents occur. Provided a safe work place, safe tools to work with, adequate training and effective supervision, every MSTSPAC employee should be able to perform his job safely.

b. Fifty-six passengers were injured, none seriously.

c. The Master and Crew of the following ships are to be congratulated for maintaining a perfect safety record in 1964 and earning the National Safety Council Perfect Ship Safety Award for the year:

CHEYENNE  
MERRELL  
PERSEUS  
WHEELING

WATERTOWN  
DAVIS  
PENLETON

The Master and Crew of the following ships are congratulated for earning COMSTSPAC Safety Awards for 1964:

Troop Ship Award  
Cargo Ship Award  
Special Project Ship Award

BARNETT  
PERSEUS  
WATERTOWN

d. Personnel of the following M&R shops are congratulated for maintaining a perfect safety record for more than 31 months without a disabling work injury:

SHOPS: 17, 26, 31, 38, 51, 56, 67, 71 and 72

6. Recommendation: That commanding officers/masters:

a. Emphasize and provide for timely safety training of newly assigned personnel, including officers who are in turn responsible for ensuring that proper safety precautions are observed by subordinates.

*Wm Price*



35	ELECTRIC WELDING FLASH																		
36	FOREIGN BODIES IN EYE					1				1	1	1		1	1*			5	1*
37	TYPE OF ACCIDENT NOT ELSEWHERE CLASSIFIED							1					1					1*	2 1*
TOTAL		6	1		3 1* 1	8	1	1* 1	2	4	1* 7	6* 1	4	1* 1 1*		29	6* 33	9* 102	26*