



SAFETY NEWSLETTER

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USNS Michelson Wins Safety Award



Presenting the Joint American Merchant Marine Institute-National Safety Council Distinguished Sea Rescue Award is Mr. L. C. Ford, president of Chevron Shipping Company and member of A.M.M.I. Receiving the Award Pennant on behalf of the USNS MICHELSON (T-AGS 23) are Mr. Charles Lockard, MSTSPAC safety engineer. Captain Robert E. Landry (Master of MICHELSON at the time of the rescue) and RADM. William D. Irvin, Commander Military Sea Transportation Service, Pacific. The MSTSPAC survey ship was awarded the coveted pennant for her part in rescuing crewmembers from the foundering Chinese Ship SS GRAND off Japan in January, 1965.

Protective Equipment Really Protects!

Last March, T. W. Duke, a Bethlehem structural ironworker, was bolting up horizontal sheeting girts to columns of a mill building at a competitive steel company's plant in Indiana Harbor, Ind. He was about 30 feet above ground level when his wrench slipped off a bolt causing him to fall.

However, he fell only six feet because his safety belt with safety line was tied off properly. Directly below him, at ground level, were protruding reinforcing rod dowels. There's no doubt that his belt and line saved him from serious injury or even death.

Here again, protective equipment did the job it was designed to do. It should be an example to everyone that protective equipment really protects. Insist that your men consistently use all the protective gear that is available to them.

--Bethlehem Steel
Safety Bulletin

Shipowner's Liability

It is much to be regretted
That your goods are slightly
wetted,
But our lack of liability is
plain.

For our latest bill of lading,
Which is proof against evading,
Bears exception for sea water,
rust and rain;

Also sweat, contamination,
Fire and all depreciation
That we've ever seen or heard
of on a ship.

And our due examination,
Which we made at destination,
Shows your cargo much
improved by the trip.

Furthermore, the Protest
shows

That the Master blew his nose,
And the hatches were
demolished by the gale.

Oh, we'll all stick together
To prove it's heavy weather,
For we've got the Cargo Owner
by the tail.

So reserving all defences,
Alibis and false pretenses,
We suggest that your under-
writer man

Is the guy that's out of luck.
We always pass the buck,
Yes—we always duck the issue
if we can.

'Tis a cause of grief sincere,
And we almost weep to hear
You are claiming for your cargo
wet by rain,

It really is a crime
That you're wasting all your
time,

For our Bill of Lading clauses
make it plain

That from ullage, rust or
seepage

Water, sweat, or just plain
leakage

Act of God, restraint of Princes,
theft or war,

Loss, damage or detention,
Lock out, strike or circum-
vention,

Blockade, interdick or lost twixt
ship and shore,

Quarantine or heavy weather,
Fog or rain, or both together,
We're protected from all these
and many more,

And it's very plain to see

Every Finger a Marlinspike?

Lumberitis was an occupational disease of old steam schooner hands. The visible symptoms were that they had to pick up and feel every piece of lumber they saw.

This "pick up and feel" is an inherent characteristic of seamen. A piece of manila line is inspected almost as much by feel as by sight. The hand on the steering wheel feels just the right amount of pressure; taking up the bolts when replacing the head on a pump, the feel of the wrench tells when the bolt is properly tight.

What we are getting at is that whether you call it lumberitis or something else, a sailor's hands are pretty important to him and to be treated with the greatest degree of care.

Tools can be replaced easily, but artificial fingers or hands never work with the same efficiency. Sometimes the "whole" seaman has to be replaced and the unfortunate individual who lost his fingers or hand is forced into some other occupation, less rewarding and certainly much less interesting than going to sea.

Because so many shipboard tasks require the use of fingers in close proximity to heavy weights, lines under tension, and moving machinery, seamen must constantly be on the alert to keep their hands and fingers out of dangerous positions.

We recall a very able Bosun who was a talented guitar player as well. The deck gang were overhauling gear. A boom gooseneck had been lifted and greased and was being reset in the swivel. It hung up half way in for some reason. The Bosun thrust his hand into the bottom recess to see what was causing it to hang up; apparently released the gooseneck and it dropped into place, shearing off three fingers of his right hand. From that time on not only was the man totally incapacitated as a seaman (you try splicing a line with only your left hand) but could no longer play his guitar. Of the two, he was more bitter about the latter.

Recently we reviewed another case which left a man crippled for life. An A.B., who had a reputation aboard for being a conscientious and capable worker, was pouring lubricating compound on the life boat fall as it was being spooled on the drum. He was standing on a side plate of the winch casing about two feet off the deck and leaning over to see what he was doing. Somehow his feet slipped and his hand became caught in the moving winch bull gear which chewed off three fingers and half the palm of his hand.

Engineers have more than their share of bad finger injuries, usually from improper use of hand tools. However, driving pulleys on automatic starting equipment still seem to be claiming fingers.

Not so long ago an engineer had to replace the belts on an electrically driven compressor. He shut the power off at the switchboard and locked the circuit. He then removed the guard and replaced the belts. Wishing to check before replacing the guard, he went over to the switchboard and energized the circuit. The compressor did not turn over so he grasped the belts and pulled. At that moment it started and he lost four fingers when the belt went over the drive pulley.

As galleys become more automated, to the frequent injuries from improperly handled knives and cleavers are added the hazards of power meat saws, garbage disposals, meat grinders and potato peelers.

Take Care of Your Fingers—

They Take Care of You!

--Robert H. Smith

United States P. & I. Agency

(Division of Marine Office of America)

That our Liability
As regards your claim is ab-
solute nil.
So try your underwriter,

He's a friendly sort of blighter,
And is pretty sure to grin and
foot the bill.

--Anon.

Newsletter Editor Feted



Warren D. Lindsay, the previous editor of this Newsletter, was honored with a luncheon at the "Athenian Room" in New York City. Shown in the photograph is Captain Harold Rosengren, chairman of the Atlantic Coast Discussion Group, presenting Mr. Lindsay with a plaque in recognition of his eight years of service as Newsletter Editor.

Thirty-five of Warren's friends attended the luncheon.

Asbestos Suits for Fire Fighting

One of the Ship Safety Committees asked about asbestos suits for fire fighting. We replied as follows:

We have thoroughly explored the use of the equipment and have concluded that Company vessels should not be supplied with this gear for the reason that asbestos coats and suits have a very limited use. They will enable a man to walk into a flame but he can only stay there a few seconds to a few minutes at best and then he must get out. The suit starts to heat up inside. If the man were to stay exposed to the heat, he would shortly be baked, like a potato. If anyone should turn a hose on the man while the suit was hot, the water would turn to steam. The suits are porous and the steam would enter the suit and parboil the man.

The suits are designed for use in very special situations. For example, if a man had to go in to pull a pilot out of a burning military plane, he might wear a suit. In a refinery fire if a man had to enter flame to close a valve, he might wear such a suit but only then under the closest supervision. Some of these suits which use a self-contained breathing apparatus take about one-half hour to get into. Where a plane crash is anticipated, such as at an airfield where prior notice may be had that the plane is in trouble or on a carrier, then men can stand by with the suit on. All things considered, we feel that there would be little use for this type of equipment on a tank vessel.

--Chevron Shipping Company Safety Bulletin

New Order Of the E's

The order of importance of the E's of safety is:

ENGINEERING
EDUCATION
ENFORCEMENT
ENTHUSIASM

Sometimes we forget the relative importance of these things. Sometimes we get carried away with stunts, contests, and gimmicks and forget the basic principles.

ENGINEERING is first. Providing the safest possible working conditions and the determination to work in those conditions.

EDUCATION comes next. Teaching people how and why to work in the safest possible manner.

ENFORCEMENT, third. We have to mean it--everytime.

ENTHUSIASM. After we have engineered all the safety possible into each job, after we have trained each person to do his or her job safely, and after we have put our "teeth" into safety, only then we can ice the cake with enthusiasm for the program.

--NSC Newsletter

Welcome

United Ind. Workers of N.
America

Anchorage Longshore Unit
Ralph Alonis, Secy.-Treas.
Carpenters Hall, Rm. 7-4th &
Denali
Anchorage, Alaska 99501

Nugents American Contractors,
Inc.
John T. Doyle, Gen. Mgr.
116 West Kinzie
Chicago, Ill. 60610

G. B. Zigler Co.
J. O. Pirozzolo, Gen. Mgr.
P.O. Box 492
Jennings, La. 70546

Nilo Barge Line, Inc.
G. R. Bohm, Ind. Rels. Mgr.
112 North 4th St.
St. Louis, Mo. 63102

Keeping Guns in the Home

Where and how firearms should be kept in the home often presents a problem.

The arrangement that is proper and ideal for a policeman, who has a service revolver and who lives alone, may be unsuitable for the sportsman who has a variety of firearms and lives with his wife and three active youngsters.

Some people believe it is vital to instruct all family members in the use of firearms, and to make it a matter of honor that no one handle firearms without parental permission. Other parents maintain that firearms should be locked up out of sight and, if possible, secret from other occupants of the home. Since there is no one best method of dealing with the problem, general guidance seems preferable to inflexible rules.

Common experience demands that all firearms be kept out of the reach of children and immature or irresponsible adults. Unloaded rifles, shot-

guns and handguns should at all times be in a rack, cabinet, closet, or drawer that is locked. Under some circumstances the method of storage should be such that the firearms cannot be seen. Likewise, cartridges and shells should be locked away and preferably out of sight.

Loaded guns in any household present a greater danger potential than unloaded guns. Usually, the only reason for having a loaded gun in the home is for protection against criminal intruders. However, there are two beliefs on this subject that warrant review: Some people maintain that no loaded gun should be kept in a home. Instead, when a gun is needed, it and the ammunition can be taken from storage. On the other hand, people who have

been confronted with an emergency that requires a firearm know that getting gun and ammunition together can be as defeating as having no gun at all.

No matter how certain anyone may feel about his solution, he must make ample allowance for the unexpected that haunts our every pursuit.

While it may seem that instructions and cautions to youngsters are sufficient, in reality the gun that is out of sight and behind a lock is less likely to be the cause of trouble than a gun more readily available.

In short, in the matter of home gun security, it is safer to be overly careful and to combine instruction and admonitions with a securely locked storage place.

Hand Care

Some people spend a surprising amount of money and time to keep their car's finish clean, rustproof and shiny. The wash and polish cycle is interrupted only when weather conditions are bad.

Many of these car owners who take such extra special care of their cars don't give their skin a second thought.

When their hands get oily and greasy they give them a quick cleanup with gasoline, naphtha, kerosene, turpentine or strong lye soap.

These substances take away natural oils from the skin and may leave it irritated and inflamed.

Your best and safest cleanup bet is an old standby—soap and water. And a soft brush will help them do an even better job. A bit of lotion afterwards will help prevent chapping.

Home Firearm Check List

NOTE: These questions deal with the subject of firearm safety and are intended primarily for guns in the home, but they also can be used as a check list by the hunter or target shooter before leaving the home. **The questions have been framed so the answers should be "yes".** It is suggested that the check list be used for each gun in the home.

Type of gun	<input type="checkbox"/> rifle	<input type="checkbox"/> shotgun	<input type="checkbox"/> revolver	<input type="checkbox"/> pistol	<input type="checkbox"/> other
Use (circle one)	Hunting		Target	Protection	Collection
Caliber	Type of action				YES NO
Is it unloaded?					
Is the ammunition stored in a separate place?					
Is the ammunition locked up?					
Is the ammunition in a box which identifies it accurately?					
Is the gun stored in a rack or case?					
Is the rack or case always kept locked?					
When handling a firearm, do you always keep your finger out of the trigger guard?					
Is the gun stored in such a way that children cannot get it?					
Is the gun checked thoroughly before being used or stored?					
When the firearm is removed from the case or rack is the action opened immediately?					
Have the users of the gun had Firearm Safety Training?					
Are the metal parts of the gun free of rust?					
Can you always state: "I know it is not loaded?"					
Do you treat every gun as if it were loaded?					
Are all guns brought into the home unloaded?					
Do you always carry the gun in such a manner that the muzzle is under control?					
Is the whole family familiar with the firearms in the home?					
Is the bore clean and free of any obstructions?					
Are all the metal parts of the gun free of heavy grease?					
Does the action work freely?					
Does the trigger work freely?					
Does the safety function properly?					
Are you certain you carry only the proper ammunition for the gun you're using?					
Is the gun always unloaded before being transported?					
Is the gun cased or action open when it is removed from or put in a car?					

Prepared by the National Rifle Association, 1600 Rhode Island Ave. N.W., Washington, D.C. 20036