



DEPARTMENT OF THE NAVY
MILITARY SEA TRANSPORTATION SERVICE, PACIFIC AREA
N.S.C., OAKLAND, CALIFORNIA 94625

P-25
29 September 1967

From: Chairman, Military Sea Transportation Service, Pacific,
Safety Council
To: Commander, Military Sea Transportation Service, Pacific
Subj: Command Safety Council Meeting; report of
Ref: (a) COMSTSPAC Staff Inst 5100.1B
Encl: (1) Brief description of disabling work injuries

1. Pursuant to reference (a), the Command Safety Council met at 0945
on 27 September 1967. Members present were:

CAPT T. F. Saunders, USN	Chairman
CAPT J. S. Bailey Jr., USN	Chief Inspector
CAPT F. L. Lee, USN	ACOS Operations
CAPT P. F. Straub Jr., USN	M&R Officer
CAPT L. B. Melson, USN	M&R Officer
CAPT R. B. Greenman, MC, USN	Medical Officer
LCDR L. P. Gorley, USN	ACOS Administration
Mr. Carl W. Massey	Deputy IRO, Alternate
Mr. James E. Saviski	Deputy advisor and coordinator, Alternate

Members absent:

CDR H. K. Welge, SC, USN	Supply Officer
Mr. George Gold	Industrial Relations Officer
Mr. C. W. Lockard	Director, Safety Division, Advisor and coordinator

Associate members present:

CAPT H. C. von Weien	Port Captain
Mr. J. F. Palmer	Foreman, M&R Shops

Others present:

Mr. E. E. Corliss	Asst. to Deputy M&R Officer
Mr. J. E. Hoskinson	Deputy Supply Officer
Mr. G. J. Seiffert	Supervisory Port Steward
Mr. E. B. Rolston	Marine Investigator - Examiner

2. The Chairman noted that the purpose of the meeting was to review our accident experience, consider the effectiveness of our accident prevention program in order to recommend practical measures for improving the safety program.

3. Old Business:

The Hearing Conservation, Sight Conservation and Motor Vehicle Safety programs were reviewed and discussed. All were considered adequate. A Noise Level Survey was conducted in the USNS GEIGER. The overall noise level in all areas surveyed is hazardous to personnel working therein. Hearing protection must be worn to avoid loss of hearing. Ear plugs have been furnished for this purpose.

As of 1 September 1967, MSTSPAC Medical Office assumed the responsibility for eye examinations and prescription safety glasses. Examinations will be conducted at the NSC Dispensary. Requests should be directed to Code P-4M.

Eleven eye injuries were reported during the quarter. Three were disabling work injuries.

One motor vehicle accident (non-preventable) occurred during the quarter. A USN Ford pick-up, while parked in an authorized parking area, was struck by a runaway 1956 Mercury. The estimated costs to repair the Ford pick-up was \$189.00.

MSTSPAC's standing in the Mission Safety-70 program was reviewed. Frequency rates attained for the first six months of 1967 (January through June) were as follows:

COMSTSFAREAST	Frequency Rate:	1.00
COMSTSLANT	" "	1.86
COMSTSPAC	" "	2.28
COMSTSGULF	" "	2.38

The MSTSPAC estimated goal for the first six months of this calendar year was a frequency rate of 3.00. It is pleasing to note that this goal has been met.

A progress report on Ozalid Process Health Hazards, 5th deck, Bldg 310, was rendered. The engineering plans for relocating ammonia cylinders from 5th deck printery to the 1st deck area, outside of the building, have been completed. When estimated costs are obtained, plans and costs will be submitted to the command for approval, prior to calling

for bids. Only basic layouts have been started for the independent air supply and exhaust systems. This phase of the required installation was held up in the interest of according priority to the relocation of the ammonia cylinders.

4. New Business:

Twenty three disabling work injuries and 107 first aid injuries were reported during the quarter. 34% of the accidents involved striking against, 38% unsafe mechanical condition and 30% unsafe positions. Approximately 67% of all disabling work injuries were caused by unsafe personnel factors such as improper attitudes and lack of knowledge. More frequent safety inspections will reveal unsafe conditions which should be corrected before an accident occurs. More emphasis should be placed on Safe Working Procedures, also unsafe personnel factors at Departmental Safety Meetings. Old timers should set examples for new employees.

There were 29 troop injuries during the quarter. None were serious.

The explosive hazards of ether stored for lengthy periods was discussed. It was reported that many ether compounds form peroxides when stored for lengthy periods of time. These peroxides are potentially very powerful explosives which could be initiated by heat or shock. Warning and safety precautions concerning ether are contained in MSTS Safety Manual, COMSTSINST 5100.17 on Page 2-14-10, Part 2, Chapter 2-14-16-6. Also in NAVSHIP'S Technical Manual Chapter 9300, Article 9300.4. All containers should be dated so that the age of contents may be determined. Code P-4M will survey stores of ether on board transports. Surplus and overage ether will be removed from ships.

The unsafe working conditions on the flight decks of USNS carriers, which do not have any handrailing or chains on port and starboard sides, was discussed. It was recommended that each ship submit a transalt request for installation of portable handrailing and chains.

5. Recommendations:

That masters and heads of offices ashore: (a) Make a concerted effort during the next quarter to detect and correct defective material conditions affecting the safety of personnel; (b) place greater emphasis on unsafe personal factors and unsafe working procedures that cause the majority of accidents.



T. F. SAUNDERS

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BRIEF DESCRIPTION OF DISABLING WORK INJURIES

1. A Refrigeration/Oiler slipped on the wet oily deck in the reefer machinery space, lost his balance and sprained his right ankle, while going to wash his hands.

COMMENT: The slippery deck should have been wiped up immediately after draining condenser and oil lines.

2. An electrician completed checking out the electrical ends of the fresh water pumps, stepped back onto a pile of handhole plates, lost his balance and struck his right upper arm against #3 pump.

COMMENT: Handhole plates should not be piled in walking areas. Exercise caution moving around pumps.

3. A chief cook, while stretching to latch a heavy reefer box door, lost his balance when the ship rolled. The door crushed his right thumb and index finger, causing severe lacerations on both.

COMMENT: Request assistance when working in reefer boxes. Heavy doors should be hooked or secured in open position.

4. A steward utilityman carrying a can of garbage to be emptied, spilled some on deck, then slipped on the wet area, fell on his side fracturing a rib on the right side of his body.

COMMENT: Do not overload garbage cans. Obtain assistance to carry them. Watch where you step.

5. A messman, running up the gangway during the rain, slipped and fractured his right ankle.

COMMENT: Exercise more caution during inclement weather. Always have one hand on the railing.

6. An able bodied seaman carrying a five gallon can half full of paint, injured his left foot when the weather door was blown shut.

COMMENT: The door should have been secured open with the hold back hook.

7. A wiper leaving the shower area misjudged his step and struck his big left toe against an 8" coaming, fracturing it.

COMMENT: Look where you are going. If you stay alert, you will not get hurt.

Brief description of disabling work injuries, cont'd

8. A steward utilityman waxing the deck on 01 level, in a backward motion towards the ladderwell, slipped and fell down to the lower level and sprained his right knee.

COMMENT: Never work backwards toward an opening. Look where you are working. Look ahead!

9. A steward utilityman hurrying down a ladder with a tray of dessert dishes, caught his right heel on one step, fell three feet and landed on the deck below injuring his back.

COMMENT: Always be careful and use the handrailing.

10. A third assistant engineer was holding a nipple and bell reducer and buffing them against a revolving wire brush on a grinder. The wire brush caught the equipment drawing his hand into the wire brush causing loss of skin on the back of his right hand and right index finger.

COMMENT: Use pliers or other tools to hold small equipment when buffing against revolving wire brushes.

11. A bosun attempted to free a jammed tricing line during a boat drill. When the line was freed, the boat swung, causing him to lose his balance, twist his right leg and fall overboard into the sea.

COMMENT: Man ropes (monkey lines) are provided in each boat and should be used. One hand for your self - one hand for the work. Hold onto the man rope.

12. An able seaman, while descending ladder from 03 deck to 02 deck, slipped down from the fourth step to the deck and sprained his left ankle.

COMMENT: Exercise greater caution going down ladders. Hold onto hand-railing.