



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

P-25
1 March 1968

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.
Encl: (1) Brief description of disabling work injuries

1. Pursuant to reference (a), the Command Safety Council met at 1330 on 28 February 1968. Members present were:

CAPT. T. F. Saunders, USN	Chairman ✓
CAPT. J. S. Bailey, Jr., USN	Chief Inspector ✓
CAPT. L. B. Melson, USN	M&R Officer ✓
CAPT. R. B. Greenman, MC, USN	Medical Officer ✓
LCDR. L. P. Gorley, USN	ACOS Administration ✓
Mr. J. C. Hoskinson	Deputy Supply Officer ✓
Mr. Carl W. Massey	Deputy Industrial Relations Officer ✓
Mr. C. W. Lockard	Director, Safety Division ✓
	Advisor and Coordinator ✓

Members absent:

CAPT. F. L. Lee	ACOS Operations ✓
CDR. H. E. Welge, SC, USN	Supply Officer ✓

Associate members present:

CAPT. H. G. von Weien	Port Captain
Mr. J. F. Palmer	Foreman, M&R Shops
Mr. R. B. Corliss	Assistant to Deputy M&R Officer
Mr. A. Shaddy	Director, Ship Liaison Branch

2. The Chairman appraised the council of their responsibility for safety in the Command. He noted that a grateful improvement was achieved in safety in 1967 as reflected in an improved accident frequency rate of 2.86 vice 2.05 for the previous year. We must continue to be concerned with the fact that our people are being injured and that accidental damage is increasing our cost of operation unnecessarily. He stated and stressed that accidents were preventable and that each person had a definite responsibility toward that end.

3. Old Business

The Hearing Conservation, Sight Conservation and Motor Vehicle Safety program were reviewed and discussed. All were considered adequate. Nine eye injuries were reported during the quarter. Two were disabling injuries.

Subj: Command Safety Council Meeting; report of

No motor vehicle accidents occurred during the quarter.

A progress report on Oxalic Process Health Hazards, 5th Deck, Bldg 310, was rendered by LCDR. Gorley. Contract for relocation of ammonia cylinders from 5th Deck to the 1st Deck area, outside of the building has been delayed by NSC Public Works Contractor. LCDR. Gorley will take appropriate action to have the system installed as expeditiously as possible.

4. New Business

Twenty-seven disabling work injuries and 141 first aid injuries were reported during the quarter. Thirty-six percent of the accidents involved striking against an object. Twenty-six percent involved an unsafe mechanical condition. Approximately fifty-five percent of all injuries were due to improper attitudes and twenty percent were due to lack of knowledge. Failure to correct unsafe conditions before an accident occurs reflects discredit on supervisors concerned. Supervisors, as managers, are charged with maintaining the work area safe. There were 55 troop injuries during the quarter, one was serious.

5. Crews of the following ships and shops are commended for maintaining exemplary safety records in 1967:

DAVIS
BRETON

REDSTONE
SUNNYVALE

MILLER
SILAS BENT

LONGVIEW

SHOPS: 26, 31, 38, 51, 56, 64, 67, 71 and 72

6. Recommendations:

That masters critically analyze their ship's accident record for 1967 and institute appropriate action to maintain control of operations to prevent injury of personnel and to curtail accident costs.

T. F. Dauden

BRIEF DESCRIPTION OF DISABLING WORK INJURIES

1. A plumber climbing on a step ladder to repair an overhead section of piping, lost his balance, fell off the ladder and injured his hip.

COMMENT: Ladder climbing is hazardous under the best of conditions, and caution must be exercised to secure the ladder and maintain ones balance while climbing.

2. An able seaman lost control of an unguarded, electric powered brush while wire brushing rust from the overhead areas. The brush slid down his right forearm, inflicting numerous long deep cuts.

COMMENT: Safety guards should be installed on all portable power driven equipment; however, this type of equipment should not be used for overhead work.

3. An able seaman was caught between a bundle of lumber being hoisted out of #2 tween decks and a cardboard carton of cargo, causing his right leg to be sprained.

COMMENT: Always stand clear of any suspended load to avoid being caught between it and another object if it swings to the side.

4. An evaporator utilityman's eyes were injured while purging fumes from an evaporator after it had been chemically cleaned and prior to placing the evaporator in service.

COMMENT: Evaporators should be thoroughly flushed out with water after using scaling compound. Safety goggles should be worn during cleaning and starting up operations.

5. An able seaman carrying a portable sanding machine while walking on a hatch, slipped and fell 3 feet to the deck, fracturing the metatarsal bone in his right foot.

COMMENT: Look where you are stepping and proceed with caution.

6. A deck officer was seriously injured when a barge line being hauled in, jumped the bitt, struck him and flipped him over backwards on to the deck.

COMMENT: All hands should be alert and stand clear of danger areas around mooring lines being hauled in.

7. A room steward while boarding a lifeboat, slipped and fell fracturing his right foot.

COMMENT: Investigation failed to reveal how or why he slipped. Exercise more caution.

8. An able seaman working in the cargo hold, was struck on his head by a claw hammer that fell from an overhead beam.

COMMENT: Hard hats should be worn when working in cargo holds and other such hazardous areas, for protection against unexpected falling objects.

9. An unlicensed junior engineer descending a ladder to the engine room, fractured a rib when he slipped, and fell against the ladder.

COMMENT: Exercise more caution! Hold onto the handrailing! Descend carefully! Watch for slipping hazards - clean them up!

10. A messman received 2nd degree burns on his right hand, while removing a pan from the rinse water sink. Hot water splashed into his rubber glove.

COMMENT: Once again, be careful handling and removing equipment from rinse water sinks.

11. A clerk tripped over the wheels of a typewriter stand, fell and fractured her left knee cap.

COMMENT: Look! where you are going. Stay alert and you will not get hurt. Maintain a clear passage way.

12. An able seaman had his right foot crushed by a sling load of life rafts, when he attempted to pull the sling away from the rafts before the load was properly landed.

COMMENTS: Exercise more caution - stand clear until load is safely landed in hold.

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NR Heinz

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Mrs. M. Heinz W. L. Heinz
MRS. M. HEINZ NR. Heinz

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