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25 July 1967

From: Master, USNS POPE (T-AP 110)
To: Commander Military Sea Transportation Service, Pacific
Subj: Safety Council Committee Meeting; report of
Ref: (a) CMPI 5100

1. In accordance with reference (a), the Safety Council Committee Meeting convened in the office of the Master at 0900, 25 July 1967. Captain H. L. Heinz presiding. The following members were present.

Captain H. L. Heinz	Master/Chairman
Mr. D. I. Berney	First Officer/Safety Officer
Mr. L. L. Clemons	Chief Engineer
Mr. J. R. Rhodes	Chief Steward
Mr. F. M. Ricaud	Purser/Recorder
Lt. S. R. Edwards, MC, USN	Medical Department
LCDR W. B. Cobb, Jr., USN	COMILDEFT

2. The meeting was called to order by the Chairman; minutes of the previous meeting were read and discussed.

3. Departmental Safety Meetings were held twice during the month; five-minute safety talks were given. The current departmental meetings were read and discussed.

4. Old Business:

a. It has now been decided that the troop mess table at Frame 115, starboard side, 2nd deck will remain as is for the present time.

b. The missing pin in the vertical ladder at Frame 45, portside, has been fixed by the carpenter.

c. A removable hand-rail section on #6 hatch is now being fabricated by the ship's force.

5. New Business:

a. The safety officer reported four (4) crew accidents, all in the Engine Department. There were six (6) troop accidents; none of the injuries was serious.

b. The Master reviewed the MSTSPAC Report of Command Safety Council of 22 June 1967, which had been routed to all department heads and posted on official bulletin boards. The Master read the safety policy voiced in MSTSPAC message 31224Z of May 1967. Also pointed out was the prohibition against cleaning and

painting of enclosed areas behind energized switchboards. This practice is to be prohibited in all areas. Brought out were the problems connected with the boarding of the ship off Viet Nam. In reference to the above the Master stated that we will have the accommodation ladder rigged and ready for use in Danang and Vung Tau. Reference was made to a situation frequently occurring in Qui Nhon with the contractors of liberty boats for MSTs. Some of the contractors refused to come along side the accommodation ladder because of possible damage to their boats. The Master noted that damage to the boat is small compared to the damages that could be done to the ladder. There is less chance of falling from the accommodation ladder than when climbing the jacob's ladder; a man may black out or slip and fall back on the boat or water with the possibility of breaking his back or drowning. All precautions must be taken when liberty is authorized and the ship is at anchorage; however, in the case where the weather is too bad, then shore leave should be denied.

c. The first officer commented that there was a good response from his department for signing up for prescription goggles. Also that pad eyes used for safety nets will be rewelded as soon as the troops are out.


d. The Chief Engineer mentioned that when a power tool is found to be malfunctioning the electrical cord should be unplugged and a report made immediately. Mark or remove such apparatus so that someone else will not attempt to use it and be subject to shock hazards.

e. The Chief Steward said that there had been no accidents in his department for the quarter. At their last safety meeting the Chief Steward discussed and emphasized the various precautions and work hazards frequently encountered. Replacement of screw covers for electrical outlets around his area has not yet been accomplished. Enforcement of the prohibition against wearing shower shoes during duty hours or outside crew living quarters was also emphasized. Crew members were reminded to pick up their flashlight and whistle and attach them to their life jackets.

f. Dr. Edwards noted that present signs about the ship showing how to give artificial respiration should be taken down as they are now passe. Mouth to mouth resuscitation is now being used. The first officer is to order new signs and see that they are posted. Dr. Edwards likewise brought out the fact that in recent months four eye injuries have been treated for engine room personnel. The cause comes from an acid compound used in cleaning the evaporators. The Chief Engineer mentioned that these accidents could have been prevented by pulling a vacuum on the evaporators thereby removing all the acid fumes. Dr. Edwards mentioned that some of the men so injured have neglected to irrigate their eyes immediately and some have waited a full 24 hours before seeking medical aid. The Master ordered that written instruction signs on this matter be displayed.

6. The Master ended the safety meeting stating that all department heads will review the basic precepts of safety prescribed in COMSTS INSTR 5100.17-1-1-4; also, that at the next departmental safety talks the precautionary recommendations mentioned in the Command Safety Meeting of 22 June 1967 be reviewed and discussed.

7. There being no further business, the meeting adjourned at 1000.


H. L. HEINZ

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