

USNS GEN. JOHN POPE (T-AP 110)  
c/o Fleet Post Office  
San Francisco, California 96601

T-AP 110/HLH:co  
5100  
25 March 1968

From: Master, USNS GEN. JOHN POPE (T-AP 110)  
To: Commander, Military Sea Transportation Service, Pacific  
Subj: Ship's Safety Committee Meeting; report of  
Ref: (a) CMPI 5100

1. In accordance with reference (a), the Safety Committee Meeting convened in the office of the Master at 1000, 25 March 1968, Captain H. L. Heinz presiding. The following members were present.

Captain H. L. HEINZ	Master/Chairman
Mr. R. COLLINGE	First Officer/Safety Officer
Mr. M. S. CHAMBERLAIN	Chief Engineer
Mr. J. R. RHODES	Chief Steward
LCDR ADOLPHUS JAEGER, USN	COMILDEPT
Mr. F. M. RICAUD	Purser/Recorder

2. The meeting was called to order by the Chairman; the 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. Safety deficiencies noted in the Formal Administrative Inspection of 13 and 14 March 1968 were discussed. Reports will be required from Department Heads prior to 31 March, stating what progress has been made in correcting the safety deficiencies.

5. The minutes of COMSTSPAC Report of the Command Safety Council of 1 March 1968 were read and discussed. The Master requested that Department Heads review and discuss the brief description of disabling work injuries at the back of the Command Safety Council Meeting Report at their next departmental safety talks.

6. The accidents which occurred since the last safety meeting were reviewed. The Safety Officer reported two (2) accidents, one in the Deck Department and one in the Engine Department; both were eye injuries.

7. The Chief Engineer mentioned two existing safety deficiencies: (1) solid paneled doors that open into passageways and (2) the links of the chain handrail connections in ladder wells. The latter present a hazard when grasped for support; one's fingers may become lodged inside the chain link. For the first-mentioned deficiency, it was suggested that holes be cut in the doors and the holes covered with plexiglass. The second deficiency could be remedied by putting a suitable

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canvas or plastic covering over the chains. The Master directed that the two safety deficiencies be investigated and a report of the corrective action taken be made at the next safety meeting.

9. In closing, the Master urged that all on board be on the alert for safety hazards, and to keep accidents down to a minimum by making the crew safety conscious. Crew members must be made to realize that it is for their own protection to be alert at all times and to think of what they are doing.

9. There being no further business, the meeting adjourned at 1100.

  
H. L. HEINZ

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