

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

T-AP 110/HLH:wr  
5100  
23 April 1968

From: Master, USNS GEN. JOHN POPE (T-AP 110)  
To: Commander, Military Sea Transportation Service, Pacific  
Code P-25

Subj: Ship's Safety Committee Meeting; report of

Ref: (a) COMSTSINST 5100.17

1. In accordance with reference (a), the Ship's Safety Committee convened in the office of the Master at 0930 on 23 April 1968, Captain H. L. Heinz presiding. The following members were present:-

Captain H. L. HEINZ  
Mr. R. COLLINGE  
Mr. M. S. CHAMBERLAIN  
Mr. J. R. RHODES  
LCDR A. JAEGER, USN  
LCDR C. H. DELANO, USN  
Mr. F. L. SMITH, Purser

Master  
First Officer/Safety Officer  
Chief Engineer  
Chief Steward  
COMILDEPT  
Recording

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

3. Minutes of Departmental safety meetings were read by the respective department heads. No safety hazards were reported. No report of unsafe conditions was given in any of the meetings. The Deck Department stressed safety while working aloft. The Engine Department discussed use of guards on various machines; power tools; correct tools for a given job; dumb-waiter, safety precautions; paint, use and stowage; housekeeping, oily rags, use and disposition; handwheel on #1 Low Suction Valve; earplugs. The Steward Department discussed the danger of horse-play while at work; work around moving machinery; sanitation and housekeeping. A short talk was given by Damage Control Instructors on safety concerning Phase III operations.

4. One accident was reported during the period. No time lost.

5. The Master spoke briefly on the need for accurate and prompt accident reports. All accidents must be recorded in the Ship's Official Log on the day during which they occur. Department heads should be notified when any crew member reports for treatment so that proper reports, based on investigation, may be prepared. The COMILDEPT outlined his standing orders to Medical Officers regarding the proper reporting of accidents.

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6. The subject of briefing talks for embarked troops was discussed. In the standard briefing before sailing the subject of weather doors, water-tight doors, should be made clear. One of the greatest sources of possible accident is a swinging door. Hook the doors open or close them and secure them is our standard procedure.
7. The Chief Engineer reported two items carried over from the last meeting, (1) panel doors opening into passageways and, (2) links of the chain hand rail. Both are believed to be within the capacity of the ship's force to correct. Three suggestions were considered for modifying the hand rails, (a) sewn canvas covers, rejected as time consuming both in installation and maintenance, (b) seizing with line, rejected as being less effective and creating a replacement problem, (c) installation of plastic tubes over the chain sections of the rail was favorably considered and will be acted on when materials have been obtained. The repair of the panel doors has been to the discretion of the engineering department. The Chief Engineer outlined a suitable method which was accepted. Modification will be completed while underway on the ensuing voyage.

8. The Moral Leadership program was reviewed in general discussion.

The meeting was adjourned at 1030.

  
H. L. HEINZ