

USNS GEN. JOHN POPE (T-AP 110)
FPO SAN FRANCISCO 96601

T-AP 110/HLH:sh
5100
Ser: 57
27 August 1968

From: Master, USNS GENERAL JOHN POPE (T-AP 110)
To: Commander, Military Sea Transportation Service, Pacific
Subj: Ship's Safety Meeting, August 1968; 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 0900 on 27 August 1968, Captain H.L. HEINZ presided. The following members were present:

Captain H.L. HEINZ	Master
Mr. R. COLLINGE	First Officer/Safety Officer
Mr. M.S. CHAMBERLAIN	Chief Engineer
Mr. J. RHODES	Chief Steward
Mr. F.L. SMITH	Purser/Recorder

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

Department heads reported they had reinspected all areas and found distinctive marking were installed in all hazardous areas. This was in answer to para. 5., July Safety Meeting.

Deck scalers were again discussed. One of the machines had been surveyed and taken out of service. Wink mirrors were discussed.

3. The minutes of the departmental sub-committees on safety were read and discussed.

a. The Deck Department gave Five-Minute-Safety-Talks, "Shape Up The Shop," and, "Safe Lifting." The care and use of deck scalers, both manual and electrical, were discussed. Safe driving was a topic of discussion. There were no accidents in the Deck Department during the month.

b. The Engine Department had given Five-Minute-Safety-Talks, "Think First - Avoid Accidents," and "Keep Oil and Water Off Floors," at their meetings. Main topics discussed: (a) Lifting heavy objects - ask for help; (b) All injuries must be reported immediately; (c) Spilled liquid must be wiped up immediately; (d) Examine all step ladders, some aluminum ladders are marked "Not for commercial use" - check your ladder; (e) Safe hydrostatic test of evaporators; (f) "The How and Why of the Problem Employee," (Industrial Supervisor, July 1968; (g) "Hurry Up Can Hurt," from Merchant Marine Proceedings. (h) "Why Wear Hard Hats," Safe Worker, Aug. 1968; (j) Sliding WT Doors.

3. b. Engine Department (cont'd)

There were no accidents in the Engine Department during the month.

c. The Steward Department gave Five-Minute-Safety-Talks, "What About Little Injuries," and "When an Accident Happens," at their meetings. A discussion was held concerning safe working habits, harmony and cooperation for safe working conditions, accident reporting, use of proper tools for the job at hand, do not mix cleaners, electricity belongs to the Engine Department, there are no Electricians in the Steward Department. There were no accidents in the department during the month.

4. The Master commended the ship's complement for another accident-free month.

5. The Master called attention to the remarks contained in P-25 letter of 7 August 1968:

- (1) Wink rear view mirror
- (2) Approved rubber insulating mats
- (3) Instructions for care and cleaning of insulating mats.


6. All department heads reported current issues of MSTS Safety Manual, COMSTSINST 5100.17, with changes 1 and 2, available for ready reference as recommended by P-25 letter 8 Aug 1968.

7. The Master called attention to the use of proper fire-fighting equipment for specific jobs. Main point of discussion - Soda Acid extinguishers are not for electrical fires.

The Master amplified the remarks made by the Chief Steward and strongly recommended the idea concerning help for the injured, not only medical aid but physical help on his way to the medics, when a man is hurt, send a well man with him..

8. The Chief Engineer was asked to examine all insulating mats for cleanliness and preservation and report at the next meeting.

The meeting was adjourned at 1000.


H.L. HEINZ