

USNS GENERAL JOHN POPE (T-AP 110)  
C/O FLEET POST OFFICE  
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4 October 1968

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

Subj: Ship's Safety Meeting, September 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 30 September 1968, Captain H.L. HEINZ presided. The following members were present:

Captain H.L. HEINZ  
Mr. R. COLLINGS  
Mr. M.S. CHAMBERLAIN  
Mr. P.E. DATTOLA  
Mr. F.L. SMITH

Master  
First Officer/ Safety Officer  
Chief Engineer  
Chief Steward  
Purser/Recorder

2. The minutes of the August 1968 meeting were read and discussed.

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

a. The Deck Department talked about the additional hazards present on "Dead Ships." The First Officer gave several safety hints for the night watch making rounds at night. A standard method of fastening flashlights to the belt, in order to leave both hands free, was demonstrated. The importance of reporting all incidents immediately, was stressed.

At this point the Master called attention to Standing Orders for Night Relief Officers Deck and Engine, which had been prepared. Further attention was focused on time, time of standard tours of inspection, time spent on rounds. All watchstanders must be alerted to the necessity for noting time of departure and time of return of those watchstanders who patrol other ships. Any time a man is overdue from his rounds an immediate search will be made for him. If assistance is needed, ask for assistance.

b. The Engine Department read talks from Book #2, "Safety Pays Off." The July issue of Safe Driver was read and discussed. Personnel were notified and instructed on the use and the need for proper NAVEXOS 107 (Dispensary Permit) for routine treatment at medical facilities.

c. The Steward Department discussed Safety Talk #7 from Book #5, "A Short Cut to Popularity." In addition, the following subjects were discussed:

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- (1) Safe working habits, on the job, at home, and between job and home
- (2) Report unsafe conditions
  - (3) Lifting, right way, wrong way
  - (4) Eye hazards, eye hazard areas, eye protection
  - (5) Horseplay as an accident factor
  - (6) Good housekeeping and safety

Two accidents had been reported during the month.

A Second Electrician strained his back while lifting, he aggravated an old back injury. He did not report the accident at once, because, he said, "I thought it would clear up and besides I couldn't afford to take time off." The next lift he made (less than fifteen pounds) put him in the hospital. The employee was disciplined for not reporting the accident.

A Boatswain was injured while on the dock setting up a loading ramp. While looking aloft to direct a hoist-and-lower operation, he backed into an opening on the dock, containing the water and steam supply service. He suffered slight, various abrasions on his right forearm and upper left thigh. There was no time lost because of this accident. Investigation showed that the safety chain was on one side only, nearest the ordinary line of pedestrian traffic. It was thought two preventive measures would have been possible, (1) personal caution, (2) a temporary shield around the opening as a warning. Human error was judged to have been the cause of the accident.

A notice concerning defective cargo slings was read. The First Officer was instructed to inspect all ship's cargo nets and to report his findings to the Master.

The meeting was adjourned at 0945

H.L. HEINZ