

USNS GEN. JOHN POPE (T-AP 110)

C/O FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

T-AP 110/LHamo  
5100  
Ser 20  
30 July 1969

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

Subj: Ship's Safety Committee Meeting for July 1969; minutes of

Ref: (a) COMSTDEST 5100.17

1. In accordance with reference (a), the joint safety committees of USNS POPE and USNS WEIGEL met in the office of the Master at 1100 on 30 July 1969. Captain L. HASKELL presided. The following members were present:

Captain L. HASKELL  
Mr. M. SKOVOTH  
Mr. O. L. BANTZ  
Mr. P. E. DATTOLA  
Mr. E. E. MUOTIO

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

2. The minutes of the previous committee meeting were read and reviewed. All deficiencies reported therein have been corrected, or are in the process of being corrected.

3. Semi monthly departmental safety meetings were held during the month of July 1969 and minutes of these meetings were reviewed by the committee. There were no deficiencies noted or comment.

4. The article on the use of the Oxygen Breathing Apparatus, prepared by the Master, was reviewed. This article was discussed during the meetings. The committee noted that reference (a) was not being distributed departmentally. By using pertinent portions of this Instruction, the committee acquainted all hands with the instruction and applies to MSTS personnel.

5. The Safety Officer was absent since the 1st of July. On approximately 1400 on 27 July 1969, while Raymond J. Fort was working as a technician, was blowing dust from the after engine room with compressed air, dust blew into his left eye. The following day he was sent to the dispensary, where he was treated for a minor eye irritation. He was treated and returned to duty. No time lost.

6. MSTEPA Notice 5100 of 25 July 1969, "Material and equipment accident cost", was thoroughly reviewed. Proper attention to safety

"Buy Safe and Sell Safety"

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will result in elimination of most accidents that would otherwise occur. Full support of the safety program aboard ship will safeguard personnel and help minimize costs incident to accidents.

7. The Master reiterated the importance of having unsafe conditions corrected immediately. Crew members should be instructed to report safety hazards immediately and not wait until the next departmental safety meeting.

8. In anticipation of the forthcoming shipyard period, the Chairman emphasized the importance of safety practices. All hands should be alert and conscious of the many hazardous conditions prevalent aboard ship at this time.

9. In closing, the Master added that accident recurrence can be prevented by investigation: find out why it happened, where or when it happened, and what can be done to prevent it from happening again.

10. There being no further business, the meeting was adjourned at 1200.

  
L. HASKELL