

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) COMSTS/EST 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 department. There were no deficiencies in the minutes of comment.

4. The article on the use of the Oxygen Breathing Apparatus, prepared by Dr. J. C. Gandy, of the U.S. Public Health Service, was reviewed. The article was the subject of discussion during the recent meetings of the U.S. Public Health Service. In that reference (a) the use of the apparatus in the coal dusting department was discussed. By using portions of the article, it is intended to acquaint all here with the use of the apparatus.

5. The Safety Officer, who had been absent since the 10th instant, approximately 1400 on the 11th instant, was informed by Raymond J. Poirier, a physician, was bleeding from the nose. He had been using compressed air, dust from the floor, etc. The following day he was sent to the dispensary, examined and given treatment for a minor nose irritation. He was treated and released to duty. No man lost.

6. MSTEPAC Notice 5100 of 25 January 1970, regarding man and equipment accident costs, was thoroughly reviewed. Proper attention to safety

"...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