

USNS GEN. JOHN POPE (T-AP 110)

C/O FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

T-AP 110/GBS:se
5100
Serial 26
29 September 1969

From: Master
To: Commander, Military Sea Transportation Service, Pacific
Attn: Code-P25

Subj: Ship's safety committee meeting for September 1969, minutes of

Ref: (a) COMSTS Instruction 5100-17
(b) CMPI 5100

1. In accordance with references (a) and (b), the ship's safety committee meeting was held in the Master's office at 1300 on 29 September 1969. Captain George B. Swortfiguer presided. The following members were present:

Captain George B. Swortfiguer	Master/Chairman
Mr. Michael Skovoth	First Officer/Safety Officer
Mr. Otto L. Bantz	Chief Engineer
Mr. Philip E. Dattola	Chief Steward
Mr. Edwin O. Schorse	Purser (Recorder)

2. The minutes of the previous meeting were read and reviewed.

3. Semi-monthly departmental safety meetings were held during the month and the minutes of the meetings were read and discussed. No deficiencies were noted. The highlights of these meetings follow:

a. Commendation to all for fine work and safety record during extended yard periods covering annual overhaul and drydocking. Further commendations to the crew for their alertness and caution during the entire yard periods and they were enjoined to continue this watchfulness not only on this ship but any ship to which they might be assigned in the future.

b. A short talk was given that "near accidents" or "close calls" are really warnings that something is wrong, such as sloppy housekeeping in working areas, tools in poor condition, disregard of use of protective devices - while it is true that in a "near accident" no one is hurt and there is probably no serious damage to property, still there are indications of slipping in Safety consciousness and lapses into inefficiency and unsafe work habits. To ignore conditions that cause "near accidents" is surely to invite a REAL accident. The moral is - "Investigate and alleviate".

c. The subject of lifeboats and the attendant hazards involved in their use and maintenance was discussed. It was stressed that a standard operating procedure, item by item, with all commands issued by only one party, would minimize, but not eliminate, the attendant safety hazards.

"Think Safety—Talk Safety—and Sell Safety"

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d. The following safety material was read and discussed at the departmental meetings:

(1) Article from Industrial Supervisor, August 1969 - "Are You Getting Bored".

(2) Article from Safe Worker, June 1969 - "Your Back".

(3) MSTSPAC Notice 9600, 18 August 1969 - "Shipboard Electrical Fatality",

4. Despite the continual exposure to multiple hazards such as tripping, breathing, electrical and dropping, there were no accidents during the month of September. The yard period has almost terminated with no accidents or injuries to date. Commands comments on our August safety meeting relative to reporting names of persons involved in accidents in the minutes of our shipboard safety committee meeting will be carried out in the future.

5. Safety deficiencies completion list has been reviewed and herewith is report of positive action taken.

a. The major number of items are contract items and are being accomplished during this annual yard overhaul period.

b. Deficiencies relative to material or equipment on board and proper use thereof - (1) either the material or equipment is on board and will be installed when ship is placed in a higher readiness status. Most material or equipment deficiencies involve areas that are out of operation and not being utilized during this 90-120 RRS status. (2) Material or equipment not on board has been requisitioned and requisitions will be submitted when directed by the Supply Division. (3) Posters, etc are a matter of issue from the command and will all be renewed when ship is placed in operation or RRS 10.

6. The Master is satisfied that the ship's crew is well indoctrinated in accident prevention and deficiencies that can be accomplished by the ship's crew will move along quicker once the ship has more crew members available instead of only skeleton watch workers while in RRS 90-120.

7. There being no further business, the meeting was adjourned at 1415.

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