

USNS GEN. JOHN POPE (T-AP 110)

c/o FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

T-AP 110/GBS:se

5100

Serial 24

3 September 1969

From: Master
To: Commander, Military Sea Transportation Service, Pacific
Attn: Code P-25

Subj: Ship's safety committee meeting for August 1969; minutes of

Ref: (a) COMSTS Instruction 5100.17
(b) GMPI 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 3 September 1969. Captain George B. Swortfiguer presided. The following members were present:

Captain George B. SWORTFIGUER

Mr. Michael SKOVOTH

Mr. Otto L. BANYZ

Mr. Philip E. DATTOLA

Mr. Edwin O. Schorse

Master/Chairman

First Officer/Safety Officer

Chief Engineer

Chief Steward

Purser/Recorder

2. The minutes of the previous meeting were read and reviewed. There were no deficiencies reported in the last meeting.

3. Semi-monthly departmental safety meetings were held during the month of August 1969 and the minutes of the meetings were reviewed by the committee. No deficiencies were noted. The highlights of these minutes follow:

a. An article regarding a marine fatality through improper use of portable lighting equipment was read and discussed. The many factors involved that caused the accident were brought out and related to similar situations aboard this vessel.

b. The relation between safety and proper communications was discussed. It was stressed that both inadequately delivered directions and wrong listening attitude often result in misunderstanding regarding the job to be done. Accidents often occur, resulting from such faulty communications. Insure that personnel receive instructions in a simple, direct and precise manner. Personnel should be clear in their minds of the nature of the job to be done, the manner in which it should be conducted and the attendant safety hazards involved. Questions should be asked before the task begins.

c. The continual safety hazards present during shipyard repair periods were stressed. The hazards are numerous, from open electrical lines to tripping hazards caused by yard workers to burning and welding. It was

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stressed that continual alertness is the best preventative during such a
repair situation.

4. The safety officer reported that there were two accidents during the
month requiring first aid treatment, no lost time was involved. Accident
reports have been forwarded. COMSTSPAC's answer to July safety minutes
indicated accident report on Raymond J. Porter had not been received.
Shipboard records indicate it was forwarded to the command on 14 July 1969.

5. Safety deficiencies completion list, just received, is being reviewed
and report of positive action taken to correct deficiencies will be made
in the next minutes.

6. The Master stressed that adequate fire watch must be provided by the
yard during the various repairs where burning and welding is required.
He further directed that the ship's crew be again prompted that there will
be no smoking in the troop compartments.

7. There being no further business, the meeting was adjourned at 1400.

GEO. B. SWORTFIGUER

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