

USNS GEN. JOHN POPE (T-AP 110)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

T-AP 110/LH:mno
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) COMSTSINST 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 the meetings were reviewed by the committee. There were no deficiencies worthy of comment.

4. The article on the proper use of the Oxygen Breathing Apparatus (OBA) prepared by Training Division, MSTSPAC, was reviewed. The Master requested this article be made a subject of discussion during departmental safety meetings. The Master also suggested that reference (a) be used when conducting departmental safety meetings. By using pertinent excerpts from this Instruction would tend to better acquaint all hands with safety as it applies to MSTS personnel.

5. The Safety Officer reported one accident since the last meeting. At approximately 1430 on 10 July 1969, while Raymond J. Porter, second electrician, was blowing out an electric motor in the after engine room with compressed air, dust blew into his left eye. The following day he was sent to the dispensary, SPBNSY, for treatment for a minor eye irritation. He was treated and returned to duty. No time lost.

6. MSTSPAC Notice 5100 of 25 June 1969 "Material and equipment accident cost", was thoroughly reviewed by the committee. Proper attention to safety

"Think Safety—Talk 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