

Safety Officer

USNS GEN. JOHN POPE (T-AP 110)

C/O FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

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

Subj: Ship's Safety Committee Meeting, November 1968; report of

Ref: (a) COMSTSINST 5100.17

1. In accordance with reference (a), the Ship's Safety Committee convened in the office of the Master at 0900 on 25 November 1968, Captain J.C. PETROSKY, presided. The following members were present:

Captain J.C. PETROSKY
Mr. R. COLLINGE
Mr. M.S. CHAMBERLAIN
Mr. P.E. DATTOLA
Mr. F.L. SMITH

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

2. The minutes of the October meeting were read and discussed. There were no safety items carried forward under old business.

3. The minutes of the departmental sub-committees on safety were read and discussed.

a. The Deck Department meetings read and discussed articles from CG Proceedings, October 1968. The two main items of interest were "Acetylene Fires," and "Fire Hoses Should be Fire Ready." Also discussed, housekeeping and sanitation peculiar to RRS ships.

b. The Engine Department meetings were conducted by the Chief Engineer. Five-Minute-Safety-Talk, Book #2, #35, "Safe Piling of Material," was read. Several articles from the September and from the October 1968 Proceedings were read. The COMSTSAC quarterly accident report was read and discussed. Weather decks doors must remain closed except when entering or leaving the area. Hard hats must be worn at all times. All repair and cleaning work below decks will be done by teams of not less than two men. Check ventilation and breathing air before entering tanks. Oil leaks, what to do, what to report, at once. Cleaning of removed and stowed motors was discussed. Adequate lighting for the job was stressed. If it is too dark to work, call an electrician.

c. The Steward Department met with the Deck Department, due to the few positions remaining in the department. The Chief Steward gave additional and continuing on lifting safely, removal of trash, cleanliness of work areas.

4. The Master asked for comments from the department heads.

a. The Chief Engineer simplified the picture on power and lighting. The yard supplies so many amps, period. We do not have enough power to keep the shunts warm and for unlimited lighting. However, there is plenty of power to light any job, that is why the electrician must be called. He must shut something off in one place to switch it to another. Not all circuits are activated at the same time. Even so, there is no need to work in a dark area.

b. The First Officer spoke of trash and accumulated dirt, the gist, if you make a mess, clean it up at once.

c. The Chief Steward commented on handling of stores on the conveyor, or stores rollers, concerning safe use.

5. The Master outlined a program for the following month:

- a. Oxygen bottles, check stowage and condition.
- b. Acetylene bottles, check stowage and condition.
- c. Check Damage Control locker for condition and completeness.
- d. OBA, one drill and instruction each month. The old timers sometimes feel, "I've been through all that." Great, we want to make sure they get through it every time, especially during an emergency. Emergencies have no schedules, they happened without warning before.
- e. Again stress the buddy system, or the back up system. No men to work in isolation. Team work. oxygen deficient air.
- f. Check all flame safety lamps. Dead ships have [redacted]
- g. Hunter's Point is a shipyard, it is also a housing area. Drive very carefully approaching the base and on the base. Kids out of school run all over the place. There is never any adequate explanation for injuring a child.
- h. Cherry rivets. Not needed, dispose of them in the prescribed manner. This in answer to the Chief Engineer's question.

6. Two minor, first aid type accidents were discussed. Investigation showed some haste and hurry involved in the accidents, however a modification was made to one piece of equipment, under the supervision of the Chief Engineer, hoping to eliminate one more possibility of error. No lost time accidents during November.

The meeting was adjourned at 1000.

J.C. Petrosky
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