

USNS GEN. JOHN POPE (T-AP 110)
c/o Fleet Post Office
San Francisco, California 96601

T-AP 110/HLH:co
5100
30 September 1967

From: Master, USNS POPE (T-AP 110)
To: Commander, Military Sea Transportation Service, Pacific

Subj: Safety Council Committee Meeting; report of

Ref: (a) CMPI 5100

1. In accordance with reference (a), the Safety Council Committee Meeting convened in the Office of the Master at 0900, 30 September 1967, Captain H. L. HEINZ presiding. The following members were present.

Captain H. L. HEINZ	Master/Chairman
Mr. R. COLLINGE	First Officer/Safety Officer
Mr. E. C. QUINN	Chief Engineer
Mr. J. R. RHODES	Chief Steward
Mr. F. M. RICAUD	Purser/Recorder
Lt. D. M. WEISBROD, MC, USNR	Medical Department
LCDR B. A. HAWKINS, USN	COMILDEPT

2. The meeting was called to order by the Chairman; the minutes of the previous meeting were read and discussed.

3. Departmental Safety Meetings were held twice during the month; five-minute safety talks were given. The current departmental meetings were read and discussed.

4. Old Business:

(a) The problem of getting acid fumes into the eyes when evaporators are being cleaned has been solved by rigging a hose from the evaporator air ejector atmospheric vent, through the side port and overboard, until evaporator has been operated for a period of time where no acid vapors are being discharged from vent.

(b) The cutting of the lip or fishplate to allow drainage on either side of the promenade deck in two forward areas needs further study.

(c) Signs in troop area ladder wells cautioning crew and troops to use the handrails are being placed on a progressive basis.

5. New Business:

(a) The Safety Officer reported eight (8) accidents since the last safety meeting; one (1) in the Deck Department, two (2) in the Engine Department, one (1) in the Steward Department and four (4) for the troops. All were minor and considered first aid accidents.

(b) The First Officer reported that all-purpose nozzles about the ship have been checked and no deficiencies found. He also brought up the subject of wearing safety belts at all times when aloft.

(c) The cable located across the fantail was wrapped with aluminum tape so as to denote its location at dusk. The need for the latter was suggested by the Engine Department; the work was accomplished by the Deck Department.

(d) The Chief Steward brought up the important subject of mixing detergents. He stressed the danger that lies in mixing detergents such as chlorine bleach with toilet bowl cleaner, ammonia, lye or vinegar. The Master asked that this subject be brought up at departmental safety talks at regular intervals in order to impress all hands of the danger of poisonous gas which the mixtures can produce.

6. 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. He also mentioned the importance of the proper procedure for reporting accidents immediately and the entry of them in the ship's log. "Let's be safe all the way with safety."

7. There being no further business the meeting adjourned at 1000.

H. L. Heinz
H. L. HEINZ

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