

USNS GEN. JOHN POPE (T-AP 110)
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San Francisco, California 96601

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5100
24 August 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, 24 August 1967, Captain H. L. HEINZ presiding. The following members were present.

Captain H. L. HEINZ	Master, /Chairman
Mr. D. I. BERNEY	First Officer/Safety Officer
Mr. E. C. QUINN	Chief Engineer
Mr. J. R. RHODES	Chief Steward
Mr. F. M. RICAUD	Purser/Recorder
Lt. S. R. EDWARDS, MC, USN	Medical Department
LCDR W. B. COBB, JR., USN	COMILDEPT
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) Re-emphasis was made to Department Heads to inform the crew members regarding the turn-in of defective portable electric tools.

(b) The "Mouth to mouth" resuscitation posters replacing the out-dated ones have been posted throughout the ship.

(c) Corrective safety measures to prevent the concentration of acid fumes from the compound used to clean the evaporators was discussed anew. The Chief Engineer suggested venting the area by means of the air ejector vent with a vent pipe hook-up coming off the evaporator itself. Master suggested that the men be cleared of the area while the evaps are being flushed, even though this would mean a longer period for flushing. The use of air-tight protective goggles and oxygen breathing equipment were considered and discussed in reference to the acid fume problem. The Chief Engineer said that he would take every possible precautionary measure to avoid further recurrences of eye burn injuries.

5. New Business:

a. The Safety Officer reported two (2) crew accidents in the Deck Department. Six (6) were reported for the troops; none was of a serious nature.

b. The First Officer reported that many vent louver frames were completely removed in the Engine Department. The latter were removed by crew members, apparently to permit a greater force of ventilation. It was determined that all vent louvers in the Engine Department be replaced and cleaned and properly maintained. The use of inspection plates was suggested by the Master. The first Officer also noted that paper cups are being used for ashtrays in the crew day room and presenting a potential fire hazard. The Master asked the department heads to take action to alleviate the condition now and to bring up the subject again in their next departmental talks.

c. The Chief Steward said that during the last three voyages there has been not time lost accidents or first aid injuries in his department. Steward personnel were cautioned against stacking trays too high with material so that when carrying them the view is not obstructed; also, to heed loading cranes and equipment when on the dock. The accidents revealed in the last Command Safety Meeting were reviewed and discussed again.

d. Commander Cobb remarked that for over two years he has been trying to advance and put into effect the need for a non-skid paint on the decks on the ship. The Chief Engineer said that he had discussed the use of non-skid paint with the Port Engineer and there remained a question of the method and preparation involved before a non-skid paint could be applied. The Master indicated that wet decks present the greatest hazards, particularly after the early morning wash-downs. In out ports the troops collect dirt and grime on their boots and the wet deck hazard is increased with the addition of mud. The troops are up on the decks before the decks are dry. The Steward Department will issue large push-type squeegees in addition to brooms to be used to alleviate the slippery condition. The Master noted that there seems to be a slight curvature of the ship's deck and water collects on either side of the promenade deck in two forward areas. It was suggested that the lip or fishplate be cut to allow drainage. The latter will be explored and the feasibility of cutting determined during the forthcoming trip.

e. Signs are to be placed in troop area ladder wells to caution crew and troops to use the handrails and the "up" and "down" sides of the ladders. Ladder steps have non-skid treads; more are available to replace worn ones.

6. The Master stated the purpose of holding safety meetings: to discuss unsafe conditions that exist and to come up with corrective actions and remove the unsafe conditions. He also reiterated the necessity of impressing upon the crew the importance of being safety conscious and of reporting accidents immediately; to stress safe working habits; the wearing of gloves and/or goggles when conditions require it; to report unsafe conditions as they are noted or in department safety talks.

7. There being no further business, the meeting adjourned at 0930.

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H. L. HEINZ