

USNS GEN. JOHN POPE (T.A.F. 110)
FPO SAN FRANCISCO 96601

T.A.F. 110/JH:mh
5101
27 Aug 1966

MINUTES OF THE SAFETY COUNCIL MEETING:

1. The Master held a meeting of the Safety Council in his office at 1030 this date and the following members were present:

CAPT. JOHN HAMILTON, Master; Mr. L. LAHSEN, First Officer, Mr. J. A. O'HILLION, Chief Engineer; Mr. J. H. RHODES, Chief Steward; Mr. L. C. McHUGH, Purser (Recorder); LCDR W. B. COBB, J.M. USN (COMILDEFT) AND LT S. H. EDMONDS, MC, USN (Medical Officer).

2. The meeting was opened with the reading of the minutes of the last Safety Council Meeting, followed by a reading and discussion of the departmental safety meeting minutes held during the past month. It was found that all deficiencies reported therein were minor and can be corrected by the ship.

3. The Master directed all present to continue to instruct the crew, especially new men, to observe the posted orders not to engage the crank on the boat davits when the power is on. One crewman claimed injury in a recent boat drill from this cause. The First Officer stated he had investigated this incident and found the boat commander and winch operator to be not at fault. Nevertheless, the Master stated that all hands must be always on the alert during boat drills to prevent inexperienced or careless men from getting injured in this manner.

4. The danger of crewmen being burned by hot exhaust pipes while taking passage in the commercial liberty boats provided at Qui Nhon was discussed. The Master directed that the First Officer take steps next voyage to have guards erected around these exhaust pipes to prevent men grabbing hold of them for equilibrium and getting their hands burned. Luckily on this voyage, none of the burns were serious.

5. The fire hazard present at the loading dock at Tacoma was discussed at length. All agreed that this is an unsafe dock at which to load troops in its present condition. If this dock should catch fire while the ship is tied up, it would be impossible to get underway without tugs as it is impossible to breast across. It was decided that upon our next arrival at Tacoma the port authorities would be requested to post a fire watch on the dock and the ship would lead out and charge several fire hoses so that if a fire broke out on the dock the ship would be in the best possible position to fight it, as it is considered that the fire truck on the dock provided by the port authorities is inadequate. The Master also directed the First Officer to post a large sign reading "NO SMOKING ON DOCK" at the foot of the gangway while the ship is docked at Tacoma.

6. The First Officer read the highlights of the minutes of the meeting of the Command Safety Council, CONSTSF.C, which was held on 27 July.

7. There have been 10 accidents to passengers and 3 to crewmen since date of last Safety Council Meeting. Fortunately they were all minor. The Master directed those present to be constantly alert to detect unsafe conditions and unsafe acts. He stated this is especially important with the large number of new hires aboard each voyage.

8. The meeting adjourned at 1100.


JOHN HAMILTON

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