

~~CONFIDENTIAL~~

NOTE #1

To meet PAC's goal in Mission Safety 70, the President's campaign to effect a 30% reduction in accidents by 1970, there must be a continuing emphasis on all aspects of accident prevention. To assure full effective support of your safety program, subordinates must know and understand what is expected of them. To assure their concerted effort, it is suggested that they be reappraised of their safety responsibilities. The following excerpt, paragraph 1 from COMSTSPAC action letter on the Command Safety Council Report of 22 June 1967, is quoted herewith for that purpose:

"The report of the Command Safety Council meeting of 14 June 1967, enclosure (1), is approved. Lest there be any misunderstanding regarding my attitude toward safety of personnel - masters and heads of offices ashore are directed to review and assure that subordinate supervisors understand and observe the basic precepts of safety prescribed in COMSTSINST 5100.17, Chapter 1-1-4. Strict observance of these precepts is essential to the success of our joint efforts. Supervisors who cannot be depended upon to carry out those precepts, or who express disdain for the safety of others, are not worthy of their positions of trust in this Command."

NOTE #2

CG-259, Article 111.60-30(i) requires that whenever a receptacle outlet is installed in a lifeboat for the purpose of connecting it to the ship's electrical system, it shall be of a type that will permit the plug to pull free should the boat be lowered. Article 111.60-30(h) delineates the requirement for design of the plugs. Ships with battery starting motor boats should install suitable receptacle outlets, plugs, and cords to meet the requirements of CG-259 noted above.

NOTE #3

CG-259, Article 111.50-15(e)(2) requires that lifeboat floodlights shall be arranged so that the floodlights may be quickly directed to either the launching gear or to the lifeboat alongside. Means for training the floodlights shall be positive and shall not require the use of tools. The floodlights shall be connected to the supply circuit by means of a short length of heavy duty portable cord, Type S or the equivalent, and no receptacle outlet shall be employed. Each lifeboat floodlight should be checked and made to comply with the above requirements.

NOTE #4

COMSTSINST 9280.3B, Article 6.3.e. requires that lifeboat release levers shall be painted bright red, MSTS Code 4 with one inch band of luminous tape (FSN #D 8305-276-9580) around the handle end. The handle shall be labelled with raised letters the words: "DANGER - LEVER DROPS BOAT." The raised letters shall be painted white, MSTS Code 33. The background areas of hull and footings immediately below and for a distance of six inches adjacent to the release lever in the closed position shall be painted white, MSTS Code 26.

NOTE #5

Safety reminder for the month - all departments:

Are all ~~interior~~ tripping and bumping hazards marked with yellow/black diagonal hazard paint or tape?

NOTE #6 - Insulating Mats

a. Approved rubber insulating mats, MIL..SPEC. MIL-M-15562C (Navy), (FSN 9G-7220-267-4630) are grey in color, 3/16" thick, and 36" wide. Mats not meeting the MIL. SPEC. noted above shall not be used around electrical switchboards, electrical equipment, electronic equipment, etc.

b. To improve the looks of spaces and equipment for inspections, it has been noted that personnel on several PAC ships have coated rubber insulating mats around electrical and electronic equipment with paint, varnish, and perhaps other "preservatives". Such coatings often reduce the dielectric strength of the mats as ingredients in these products attack the rubber and to some degree nullifies their intended purpose.

c. Insulating mats shall be kept free of moisture, dust, metal particles, carbon dust, grease, oil, etc. as such deposits destroy insulation. Cleaning should consist of washing with two tablespoons of detergent P-C-431, FSN 9G-7930-249-8305, per gallon of warm potable water. Rinse water also should be potable water. Do not use any other strongly alkaline cleaners.

NOTE #9

Attention is invited to COMSTSPAC concern for safety expressed in paragraph 2 of COMSTSPAC ltr P-25 of 5 July 1968. In addition to reporting compliance as required by paragraph 3 of the same letter, masters and department heads should be prepared to discuss their safety performance and record with COMSTSPAC and his staff.

NOTE #10

1. To insure that the same personnel are not on watch during both of the bi-monthly departmental safety meetings, it is recommended that one meeting be held in the morning during the first part of the month and the other meeting be held in the afternoon during the latter part of the month but prior to the Ship's Safety Committee meeting.

Listing of the topics discussed at departmental meetings are not required nor desired. A simple statement to the effect that bi-monthly safety meetings were held by each department will suffice.

Many ships make no mention of suggestions and recommendations made by crew members during departmental meetings. It is felt this is a good way to get participation by all hands. By noting the recommendations having merit in the minutes along with those made by committee members and posting the minutes on bulletin boards will give crew members a feeling of participation. Where no mention is made of the recommendations and no action is taken, personnel will very likely become apathetic and say what's the use. Participation is good tonic for accident prevention and improves safety attitudes. The ship's problems are also the command's problems. Let us know what your problems are and what action is being or will be taken to cope with them.

METAL TRASH RECEPTACLES

NOTE #11

Disposition of material subject to spontaneous combustion (re. oil and paint soaked rags) - MSTS Safety Manual paragraph 2-9-8h covering this subject, requires the use of self-closing metal containers, and that such collections be disposed of daily. The use of plastic refuse containers aboard ship is prohibited in the interest of preventing the spread of fires.

For information the following self-closing metal containers are carried in Fed. standard stock:

<u>Stock #</u>	<u>Self-closing can/Flammable Waste</u>	<u>Approx. Cost each</u>
* 9Q 7240-286-5342	21 gal. - (Hand operated)	\$12.00
9Q 7240-256-7700	10 gal. - (Foot operated)	6.20
9Q 7240-286-8411	6 gal. - (Foot operated)	5.40

* (Shown in Steward Dept. Stores Book)

Metal trash receptacles with solid sides and bottoms are recommended for living spaces, offices, storerooms etc. for disposal of ordinary combustibles and other waste materials.