



DEPARTMENT OF THE NAVY
MILITARY SEA TRANSPORTATION SERVICE, PACIFIC
N.S.C., OAKLAND, CALIFORNIA 94625

P25/
29 SEP 1969

From: Chairman, Military Sea Transportation Service, Pacific
Safety Council
To: Commander, Military Sea Transportation Service, Pacific

Subj: Command Safety Council Meeting; report of

Ref: (a) COMSTSPAC STAFF INST 5100.1B

Encl: (1) Brief description of disabling work injuries
(2) Accident frequency and severity graph

1. Pursuant to reference (a), the Command Safety Council met at 1330 on 23 September 1969. Members present were:

CAPT J. S. Bailey, USN	Chief Inspector
CAPT J. R. Bierley, (MC) USN	Medical Officer
LCDR W. L. Hobbs, USN	Readiness Officer, Alternate
CDR H. K. Welge, (SC) USN	Supply Officer
LCDR L. P. Gorley, USN	ACOS Administration
Mr. George Gold	Industrial Relations Officer
Mr. R. E. Corliss	Asst. Deputy Engineering Officer, Alternate
Mr. C. W. Lockard	Dir. Safety Division, Advisor and Coordinator

Members absent:

CAPT F. L. Elefante, USN	ACOS Operations
CAPT J. E. Hugus, USN	Engineering Officer

Associate members present:

Mr. J. F. Palmer	Superintendent, Engineering Shops
Mr. E. B. Rolston	Director, Claims Division
Mr. A. J. Shaddy	Director, Ship Liaison Div. and Port Steward

Others present:

Mr. C. W. Jenkins	Damage Control Instructor
Mr. F. Sanciangco	Health Technician

2. Report of the previous meeting on 11 June 1969 was reviewed and the action directed by COMSTSPAC has been carried out.

3. Old Business:

a. The Sight Conservation, Hearing Conservation and Motor Vehicle Safety Programs were reviewed. All were considered adequate except for eye examination services provided by the N.S.C. Dispensary under cross-servicing

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agreement. Present limitations permit scheduling of eye examinations for MSTSPAC personnel on Wednesdays only. This limited service is incompatible with MSTS operations and therefore unacceptable. Dr. Bierley is arranging for more adequate service either through N.S.C. Dispensary or a contract optometrist.

Ten eye injuries occurred during the quarter. Although none were serious, the frequency of occurrence is abnormal and is cause for concern. With just a little more care, all of these eye injuries might have been avoided:

- 4/1/69 - working in galley, raised arm and particles on sleeve fell in left eye
- 4/23/69 - preparing vent duct for painting, foreign body in left eye
- 6/2/69 - using air hose to blow out chips from lathe, foreign body in eyes (not wearing goggles)
- 5/31/69 - working on overhead valve in insulated pipe, insulation in right eye (not wearing goggles)
- 5/30/69 - washing up after work, foreign body felt in right eye
- 4/18/69 - installing metal on flight deck, welding flash
- 6/3/69 - washing dishes, dish fell into water and splashed water in left eye
- 6/13/69 - leaving ship at San Francisco Naval Ship Yard, foreign body in right eye
- 4/4/69 - using electric sander, foreign body in left eye
- 5/10/69 - installing wires overhead, spun glass fell into eyes

There were no motor vehicle accidents during the quarter.

b. Programmed improvement in the ventilation system for the engineering design area to provide adequate protection for personnel at the point of operation has been completed.

h. New Business:

a. Twenty-eight disabling work injuries and eight -six first aid injuries were reported during the quarter. This resulted in an accident frequency rate of 2.96 and severity rate of 88. While there has been a slight improvement in our accident trends since 1967 as indicated in the attached chart, enclosure (2), it is insignificant in comparison with the improvement needed to meet our Mission Safety-70 frequency rate of 2.12.

Areas where corrective measures may be most beneficially applied as revealed from analysis of the accidents that occurred during the quarter are:

	<u>Disabling Injuries</u>	<u>Total Injuries</u>
Unsafe Condition	64%	50%
Unsafe Acts	85%	73%
Unsafe Position or Posture	46%	24%
Slips and Falls	43%	34%
Improper Attitude	60%	30%

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	<u>Disabling Injuries</u>	<u>Total Injuries</u>
Lack of Knowledge or Skill	11%	10%

The most prevalent types of injury and part of body injured were:

Sprains and strains	36%	30%
Leg	25%	16%

Enclosure (1), a brief description of disabling work injuries reported, is attached for information and utilization in safety training.

b. One Korean Troop received a broken leg when kicked by his sergeant for disobeying orders.

c. Eighteen invitees were injured. One died and five others were seriously injured:

USNS REDSTONE - Federal Electric employee hit right thigh when ship rolled when observing sky at 1230; estimated five days lost.

USNS MICHELSON - USNS Technician descending from hatchway slipped and fell, hit left foot on ladder; estimated five days lost.

USNS ALATNA - PAC Marine Shipyard (Pier 40E, Honolulu)- dropped piece of steel ascending ladder, steel hit right leg; estimated five days lost.

USNS UPSHUR - Upper vang guy pennant parted near socket at boom and fell on 2 Republic of Korea Army enlisted men working as stevedores.

USNS WHEELING - KENTRON employee alleges hurt back when lowering test unit to deck; estimated five days lost.

USNS PERSEUS - Stevedore hit by sling and fell into open hatch which resulted in the death of a female Republic of Korea.

d. The following ships and shops had no disabling work injuries during the quarter:

ALATNA*	CROATAN*	MERRELL	MERCURY*	WATERTOWN*	SEALIFT*
BARRETT	KIMBRO*	PERSEUS*	FLYER*	LONGVIEW*	SUNNYVALE*
CORE*	LAURENTIA	PT. CRUZ*	MYER	ELTANIN*	RANGE
CARD*	PENDLETON*	DAVIS*	KINGSPORT*	MICHELSON*	TRACKER*

SHOPS: 11*, 17*, 26*, 38*, 51*, 56*, 64*, 67*, 71* and 72*

* - denotes that ship or shop had no disabling work injuries to date this year.

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e. The following shops recently earned the Department of the Navy Commendation for Prevention of Accidents for performance of duties without a lost-time accident for 12 months:

SHOP 11	Shipfitters	12th Award, L. Erickson
72	Riggers	14th Award, W. Newton
67	Electronics	19th Award, E. Slater
51	Electrical	13th Award, E. Slater
38	Machinist, Marine	12th Award, J. Czvik
56	Pipe Fitting	14th Award, J. Czvik
17	Sheet Metal	14th Award, E. Graff
71	Painting	13th Award, E. Graff
64	Woodworking	14th Award, E. Graff

The following personnel recently earned the Department of the Navy Certificate of Award for 12 month supervision without a lost-time accident: (Lapel pin included with certificate):

Wesley Newton	Shop 72, Riggers	7th Award
James Czvik	Shop 38, Machinist, Marine	
	Shop 56, Pipe Fitter	3rd Award
Earl Graff	Shop 17, Sheet Metal	
	Shop 71, Painting	
	Shop 64, Woodworking	5th Award

Mr. Herbert Barker, Vehicle Driver, recently earned the U.S. Navy Safe Driving Award (6th Award) for 12 month operation without an accident or citation for traffic violation.

5. Recommendations:

a. That Masters carefully review this report and their ship's accident experience with key subordinates, with the intended purpose of correcting shortcomings and improving management efficiency to reduce personal injuries and material casualties to a minimum.

b. That heads of staff offices ashore carefully consider the added cost of operations due to personal injuries and other casualties and assist Masters in every practical way to reduce casualties and injuries to a minimum.

