



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

16 JUN 1969

P-25

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) Injury frequency and severity graph of MSTSPAC ships

1. Pursuant to reference (a), the Command Safety Council met at 1330 on 11 June 1969. Members present were:

CAPT R. A. Hubbard, USN	Acting COMSTSPAC
LCDR W. L. Hobbs, USN	Readiness Officer, Alternate
CAPT R. B. Greenman (MC) USN	Medical Officer
CAPT H. C. von Weien	Port Captain, Alternate
Mr. R. E. Corliss	Asst. Deputy Engineering Officer, Alternate
Mr. R. Sustarich	Deputy Supply Officer, Alternate
Mr. C. Massey	Deputy IRO, Alternate
Mr. C. W. Lockard	Dir. Safety Division, Advisor & Coordinator

Members absent:

CAPT F. L. Elefante, USN	ACOS Operations
CAPT J. S. Bailey, Jr., USN	Chief Inspector (ATAD)
CAPT J. E. Hugus, USN	Engineering Officer
CDR H. K. Welge, (SC) USN	Supply Officer
LCDR L. P. Gorley, USN	ACOS Administration
Mr. George Gold	Industrial Relations Officer

Associate members present:

Mr. J. F. Palmer	Superintendent, Engineering Shops
Mr. E. Rolston	Director Claims Division

Others present:

Mr. G. J. Seiffert	Supervisory, Port Steward
--------------------	---------------------------

2. Report of the previous meeting on 18 March 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. The

Subj: Command Safety Council Meeting; report of

occurrence of four minor eye injuries indicate that additional emphasis is required to prevent eye injuries. The Hearing Conservation Program was discussed at length. Sufficient noise level surveys have been conducted to indicate that noise hazardous conditions exist in all PAC ships and that hearing protection must be worn by personnel in engine spaces for protection against hearing loss. Personnel who have tried ear muffs have, in general, preferred them to ear plugs. All engineering personnel are encouraged to wear either ear plugs or ear muffs. One preventable motor vehicle accident occurred when the driver stopped his vehicle at the entrance to NSC and then backed into a vehicle astern while maneuvering around a stopped vehicle ahead.

b. Programed improvements in the ventilating system at the point of operation in the engineering design area are scheduled to be completed 7 July 1969.

4. New Business:

a. Eight disabling work injuries and sixty-five first aid injuries were reported during the quarter. Thirty-seven percent of the accidents involved an unsafe condition and eighty-eight percent involved an unsafe act. Twenty six percent of the injuries involved striking against an object. Improper attitude was reflected in seventy-six percent of the accident reports. Accident prevention is worth our best thought and effort. Don't expect less of anyone.

b. There were two injuries to troops reported during the quarter. Neither was serious.

c. Nine invitees were injured. One lost time due to the injury. A longshoreman fell into a space between containers stowed in a deep tank.

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

ASTERION	*CROATAN	PETRARCA	HUNTSVILLE	*SEALIFT
*ALATNA	DESTIGUER	*PERSEUS	*KINGSPORT	*RANGE TRACKER
*BARTLETT	*KIMBRO	*PT. CRUZ	*WATERTOWN	SHOUP
BRETON	*KULA GULF	*DAVIS	*LONGVIEW	*SILAS BENT
*CORE	LAURENTIA	*MERCURY	*ELTANIN	SWORD KNOT
*CARD	*PENDLETON	*FLYER	*MICHELSON	*SUNNYVALE

SHOPS: 11*, 17*, 26, 31*, 38*, 51*, 56*, 64*, 67*, 71* and 72*

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

e. The Medical Officer, Captain R. B. Greenman reported that a number of marine personnel recently were found to have serious disabling

Subj: Command Safety Council Meeting; report of

illnesses which timely detection could have prevented or minimized. Annual physical examinations are conducted for the benefit of the individual and to protect other ships personnel from communicable diseases. All marine personnel are encouraged to take advantage of the opportunity to receive an annual physical examination for their own benefit and to avoid inadvertent spread of disease to their dependents or shipmates.

5. Recommendations:

a. That masters stress the importance of receiving annual physical examinations and of seeking treatment for communicable diseases or other conditions that might jeopardize the health or well being of the crew.

b. Review COMSTSINST P3120.2C Chapters 7 and 8 and reinstruct all ships officers in their safety responsibilities in connection therewith.

A handwritten signature in black ink, appearing to read "R. Hubbard", with a long horizontal flourish extending to the right.

BRIEF DESCRIPTION OF DISABLING WORK INJURIES

1. A Pantryman alleged he burned his hand when a hot water faucet unexpectedly swung about due to the water pressure. He did not report the incident until 60 hours later at which time a test of the installation failed to substantiate the allegation that water pressure caused the faucet to swing about.

2. An Ordinary Seaman extending his arms to measure a length of line for a schooner guy snapped his right shoulder in the process. Wonder who finished measuring the line and how it was done?

3. An Able Seaman was struck on the side of the head by a McGluny hook set in violent motion by release of stored up tension on a twisted boat fall as the lifeboat became waterborne. It is not easy to install the falls without twisting the wire but it can be done.

4. An Able Seaman securing gripes on a lifeboat received a bruised finger when a fellow worker closed a pelican hook on it. You don't need help to get hurt - watch that other fellow.

5. An Able Seaman returning from shore leave slipped as he attempted to step on to the ship's brow and severely lacerated his leg. 42 stitches and 90 days later he was almost as good as new and adding to his 54 years of experience.

6. An Ordinary Seaman slipped on a ship's inclined ladder and twisted his knee. No unsafe condition indicated. A few weeks later while stepping through a doorway the door closed on his foot. Again no unsafe condition indicated. Careful if you expect to become an Able Seaman.

7. An Able Seaman using portable electric buffer on a steel plate precariously positioned, lost control of the situation and wound up with an injured toe when the plate fell on his foot. Wonder what makes a Seaman Able?

KUDOS for the Engineers. No disabling injuries this time.

RECEIVED

NOV 11 1955

RECEIVED

63
OCH 3.67

1965 Goal 2.94

Minimum 8/15-70

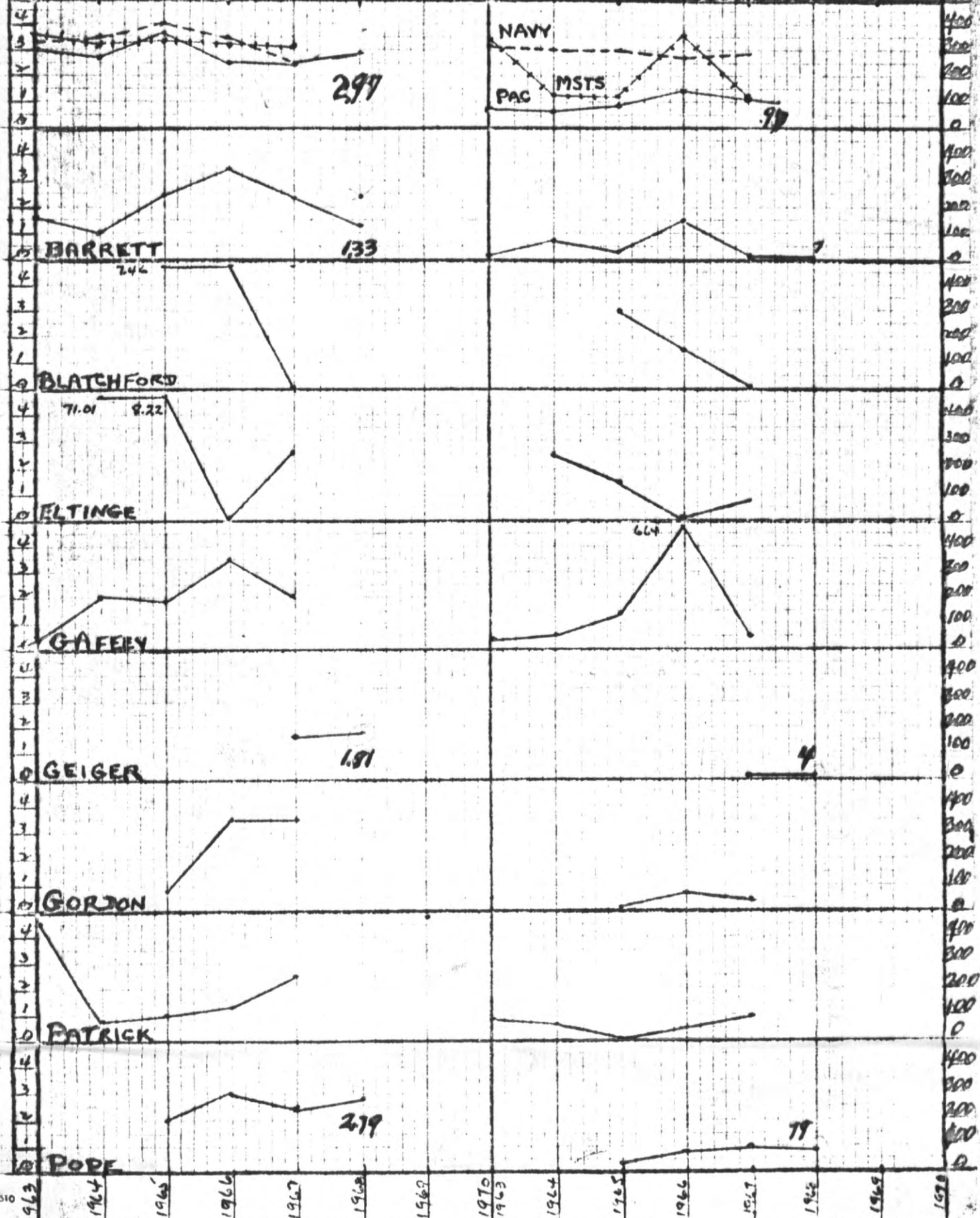
DISABLING WORK INJURY EXPERIENCE - D.W.I.

FREQUENCY RATE = NUMBER
OF INJURIES PER 1,000,000 MAN HOURS

SEVERITY RATE = TIME CHARGES
(DAY) PER 1,000,000 MAN HOURS

FREQUENCY

SEVERITY



ENCLOSURE (2)

RECEIVED

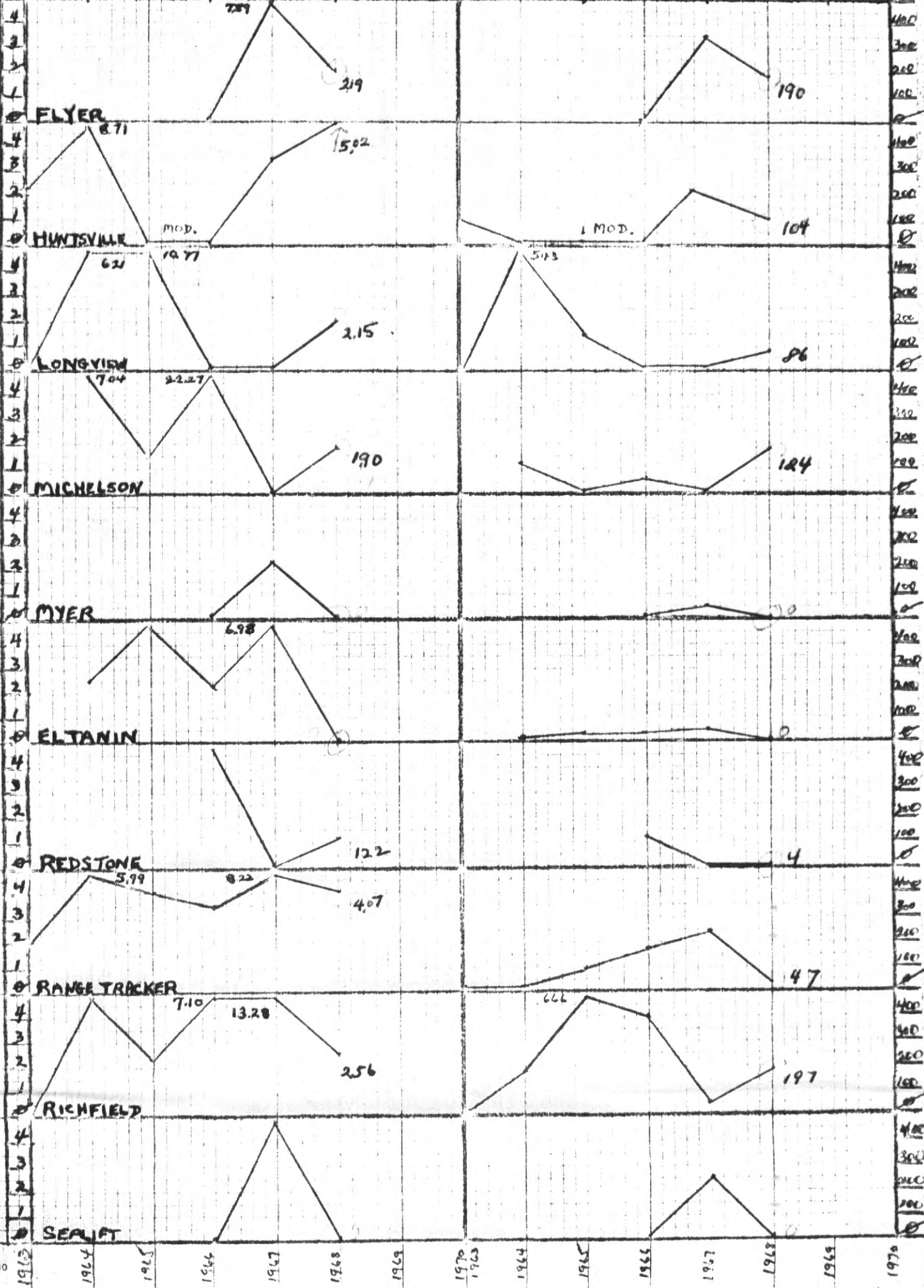
JUN 30 1969

USNS POPE T-AP110

5 FREQUENCY

D. W. I.

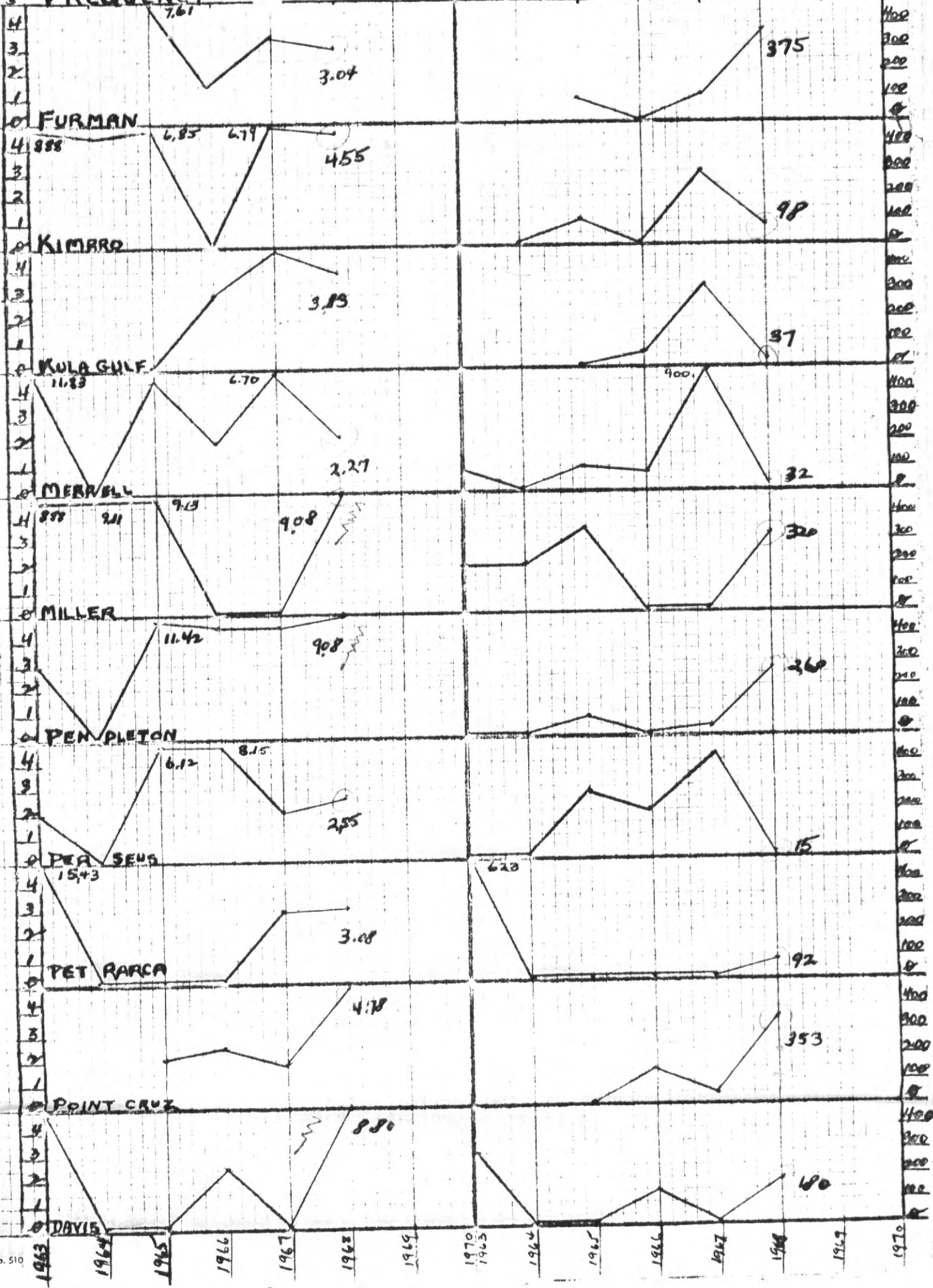
SEVERITY



D.W.I.

FREQUENCY

SEVERITY



[illegible]

