



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

P-25

23 DEC 1968

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

1. Pursuant to reference (a), the Command Safety Council met at 1330 on 11 December 1968. Members present were:

CAPT R. A. Hubbard, USN
CAPT R. L. Haskell

Chief of Staff
Asst. Chief Inspector,
Alternate
Medical Officer
ACOS Administration
Readiness Officer, Alternate
Asst. Deputy M&R Officer,
Alternate
Deputy Supply Officer, Alternate
Industrial Relations Officer
Director, Safety Division,
Advisor and Coordinator

CAPT R. B. Greenman, (MC) USN
LCDR L. P. Gorley, USN
LCDR W. L. Hobbs, USN
Mr. R. E. Corliss

Mr. J. C. Hoskinson
Mr. George Gold
Mr. C. W. Lockard

Members absent:

CAPT F. L. Elefante, USN
CAPT J. E. Hugus, USN
CDR H. K. Welge, (SC) USN

Operations Officer
Engineering Officer
Supply Officer

Associate members present:

CAPT H. C. von Weien
Mr. J. F. Palmer

Port Captain
Superintendent, Engineering
Shops
Marine Investigator Examiner
Director, Ship Liaison Division
and Port Steward

Mr. E. B. Rolston
Mr. A. J. Shaddy

Others present:

Mr. C. Caulfield

Medical Administrator

2. The purpose of the meeting the Chairman noted, was to review our accident experience, to consider the effectiveness of our safety program and to recommend measures for improvement as appropriate. Accidents destroy efficiency, he pointed out, and indicate that something has gone wrong with our control over men, material or procedures. He stressed

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that accidents could be prevented and that it is a prime responsibility of management to see that they are in MSTSPAC. Management attitude and example must reflect the concern expected of others he stated. He advised the members to take advantage of their ship-board visits to note whether or not basic safety precepts are observed, to let their counterpart in the ship know that they are interested in their performance and to initiate action to correct any noted flagrant disregard for safety.

3. Old Business:

(a) The Sight Conservation, Hearing Conservation and Motor Vehicle Safety Programs were reviewed and discussed. All were considered adequate. Four eye injuries were reported, none were serious. One motor vehicle accident was reported. The operator maneuvering in a parking area struck a parked vehicle causing damage in the amount of \$134.00.

(b) Relocation of ammonia cylinders from the engineering design area to an outside location of Building 310 is completed and the system is operating satisfactorily. Improvement of the ventilation system of the ammonia duplicating process is pending awaiting approval of funds to accomplish the alteration.

(c) PAC's accident frequency rate at the end of the third quarter was 3.59 which was considerably in excess of our intended MISSION SAFETY-70 Goal. Current reports indicate that our accident prevention efforts have been more effective recently and that the unsatisfactory accident trend has been reversed. Continued effort by all hands is needed to further reduce accidents to an acceptable level.

(d) Only the following addressees of COMSTSPAC letter Serial P-25 of 30 September 1968 have reported compliance as directed: USNS POPE, USNS KULA GULF and USNS HUNTSVILLE. Reports of compliance are expected from the others.

4. New Business:

(a) Twenty-six disabling work injuries and ninety-eight first aid injuries were reported during the quarter. Thirty-eight percent of the injuries involved an unsafe mechanical condition. Unsafe conditions reflect discredit on cognizant supervisors. Forty-six percent of the reported injuries involved taking an unsafe position or posture. Most of these reflected a poor safety attitude on the part of the injured employee as only eleven percent of all the accidents reported indicated that a lack of knowledge or skill was involved. Thirty percent of the accidents involved working surfaces and ten percent, including five disabling injuries, involved the use or more accurately the misuse of hand tools. Striking against an object accounted for twenty-five percent of the injuries reported. Reports of accidents occurring during the present quarter reflect similar causes with one notable change - there has been a marked decrease in the number of accidents involving working surfaces and in the severity of injuries due to falls. Similar improvement is needed to prevent accidents from other causes to meet our MISSION SAFETY 70-Goal in 1969. A good place

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to start is to take a good look at work in progress to detect and correct unsafe work procedures. Tools do not cause accidents. Improper use of tools and equipment cause accidents. Attention to the job at hand and observance of known precautions will prevent most accidents that will otherwise occur.

(b) Sixteen troops and seven invitees were injured - none serious.

(c) The following ships and shops had no disabling injuries during the quarter:

ASTERION*	BRETON*	FLYER	MERCURY	CARD
SULTAN*	UPSHUR*	LONGVIEW	DAVIS	BLAND
WATERTOWN*	MYER*	SUNNYVALE	MICHELSON	RANGE
ELTANIN*	SEALIFT*	WHEELING	KIMBRO	TRACKER
MERCURY*	PERSEUS	RFDSTONE	FURMAN	MERRELL*

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

* - denotes that ship or shop had no disabling work injuries for the first three quarters of 1968.

5. Recommendations:

That Masters, COMMILDEPTS and heads of offices ashore, take a good hard look at the safety record in connection with the operations they are responsible for and assure that subordinate supervisors provide the leadership and direction to reduce accidents to an irreducible minimum.



BRIEF DESCRIPTION OF DISABLING WORK INJURIES

1. An able seaman approaching a set of bitts to assist in slackening off a nylon mooring line under heavy stress failed to keep clear of the line on deck and was struck by the whipping line when it veered suddenly out of control. He was thrown against the railing and suffered a broken leg.

COMMENT: Nylon mooring lines must be secured to bitts with round turns prior to figure eighting to maintain control when under tension. Men handling mooring lines or in close proximity to lines under tension must avoid placing themselves in potentially dangerous positions.

2. An engine utilityman removed a shelf from a bulkhead and while lowering it lost control of it due to perspiration and dropped it on his foot.

COMMENT: Wear gloves on such jobs to reduce the slipping hazard, get help if needed and use appropriate tackle to handle heavy objects.

3. A messman allegedly lost his balance due to the motion of the ship and fell striking his head on deck. He was counselled a few days earlier about the ship's movement and cautioned to keep alert for unexpected heavy rolling.

COMMENT: An ounce of prevention is worth a pound of cure. Use more where necessary.

4. A steward utilityman placed his hand on a door-jam to brace himself to pull a bag of linen through the door and failed to remove his hand from the hazardous position before the door closed on it.

COMMENT: Proper adjustment of the door closer would lessen the hazard but would not prevent a person from placing their hands in a hazardous position. Keep all parts of the body clear of pinch points.

5. A steward utilityman turning his body improperly while passing cases of meat to another person strained his back.

COMMENT: Lifting and passing stores from hand to hand is not hazardous unless the handler fails to use his body properly. Don't twist the spine while lifting or moving a load. None of us have a back strong enough to stand the strain if we do.

6. A wiper lifting a fifty pound bundle of rags swung around and struck a hand railing with it injuring his back. This is the second time this young man has disabled himself in less than two months. Improvement is required for continued employment.

COMMENT: The remedy is the same as for the preceding #5.

7. An oiler, after securing and bleeding air pressure from the filter on one air compressor, proceeded to perform the same job on another compressor but failed to bleed off the pressure. Upon loosening the securement device, the compressed air and particles from the filter struck the employee in the face and eyes.

COMMENT: Never break the seal of any pressure vessel without first bleeding off the pressure. By opening the cover slowly and keeping face and eyes well clear of the path of the released pressure, accumulated particles would not have struck the employee in an unprotected vulnerable part of the body.

8. An engine utilityman was repairing the spring on a hatch cover. The spring, with considerable tension on it, became disengaged striking the employee on left forefinger causing a severe laceration and swelling.

COMMENT: Always keep hands and other parts of the body out of pinch points. Use the right tools for the job and get assistance if necessary. A protective extension sleeve was installed over the spring to prevent recurrence.

9. A chief cook was carrying a tray of food from the reefers on the second deck when he slipped and twisted his ankle causing a mild to moderate sprain. The report does not show the cause of the accident.

COMMENT: Never carry bulky objects that obstructs your view. Always clean up water, oil, food particles etc. immediately after spills. Be attentive to any task you undertake.

10. An ordinary seaman was working aloft painting mainmast and crosstree from a boatswain's chair. He was wearing a safety belt but safety line was not attached. While lowering himself to a lower level the gantline parted and the employee fell approximately 20 feet to the main deck.

COMMENT: Always inspect gantlines before going aloft. A safety belt is useless if the safety line is not attached or not used.

11. An able seaman was chipping paint with an electric scaler when he claims a particle of steel entered through safety goggles and his own glasses and imbedded itself in his left eye.

COMMENT: The proper type of goggles, properly adjusted and worn will give adequate eye protection. The ordinary cup goggle does not give adequate protection for a person who wears spectacles. A coverall type of goggle, item 6 in the Eye Hazard Classification Chart, enclosure (1) to COMSTSPACINST 5100.8A should be used by persons wearing glasses.

12. A steward utilityman removed a silex type coffee maker hot plate from the sideboard and placed on a mess table for cleaning of the sideboard. The lower portion of the urn was full of hot liquid. The pot fell from the table and scalded the employee's legs. The cause was not shown nor does the report indicate if the pot was on or off the hot plate when it fell.

COMMENT: Extreme care is essential when handling or working with or around hot liquids. Failure to secure equipment on a ship at sea is asking for trouble.