

DEPARTMENT OF THE NAVY
MILITARY SEA TRANSPORTATION SERVICE, PACIFIC AREA
FORT MASON
SAN FRANCISCO, CALIFORNIA

P-25
19 Dec 1963

From: Chairman, Military Sea Transportation Service, Pacific Area
Safety Council
To: Commander Military Sea Transportation Service, Pacific Area
Subj: Command Safety Council Meeting; report of
Ref: (a) COMSTSPACAREA Staff Inst. 5100.1A
Encl: (1) Accident Cause Analysis of Accidents occurring between
1 July and 30 September 1963

1. Pursuant to reference (a), the Command Safety Council met at 1330 on
11 December 1963. Members present were:

CAPT O. B. Murphy, USN	Chief of Staff
CAPT P. F. Straub, USN	M&R Officer, Member
CAPT J. A. Lindbeck, USN	ACS Operations, Member
LCDR J. W. Le Doux, USN	ACS Administration, Member
CDR B. O. Harrington, SC, USN	Supply Officer, Member
LT L. S. Sanders, MSC, USNR	Medical Office, Alternate
Mr. George Gold	Ind. Relations Officer, Member
CAPT R. M. Baughman	Asst. to Chief Insp., Alternate
Mr. C. W. Lockard	Dir. Safety Div., Adv. & Coordinator

Also present with a direct interest in safety was:

Mr. Blake Ralston	Marine Investigator Examiner
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2. In his opening remarks, the Chairman noted that repairs due to marine casualties in fiscal 1963 cost MSTSPAC over \$250,000.00 and that the direct cost of personal injuries to civilian personnel in 1963 exceeded \$67,000.00. He said that personnel responsible for this cost must be held accountable for it and required to improve their performance. He emphasized that prudent performance was expected and that cognizant staff officers must carefully appraise the past safety performance of personnel considered for promotion.

3. The minutes of the previous meeting and the Commander's action thereon were reviewed.

4. a. Eleven persons received eye examinations for prescription protective eye-wear during the quarter. Three persons received minor eye injuries from dust or rust.

b. Ear plugs were fitted and issued to 15 marine personnel. A noise

level survey was completed in the USNS PERSEUS. The engine spaces are noise hazardous and personnel working therein are encouraged to wear their ear plugs as hearing protection is necessary to avoid loss of hearing.

e. No reportable official motor vehicle accidents occurred during the quarter.

5. Old Business: None

6. New Business:

a. Nineteen disabling work injuries and 63 first aid injuries occurred during the quarter vice 16 disabling work injuries and 69 first aid injuries during the previous quarter. Enclosure (1), an analysis of accidents occurring during the quarter, is provided to show where corrective measures may be most intelligently applied to prevent recurrence of similar accidents. It shows that 34% of the accidents reflected discredit upon supervisors for failure to correct unsafe conditions and that an unsafe act figured prominently in about 78% of the accidents.

b. The personnel of the following M&R Shops are congratulated for maintaining a perfect safety record for over 18 months without a disabling work injury:

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

e. The masters and crews of the following ships are congratulated for maintaining a perfect safety record for the first 9 months of 1963:

USNS HARRIS COUNTY
USNS ELTINGE
USNS SHOUP
USNS PENDLETON
USNS HUNTSVILLE

USNS LONGVIEW
USNS PROVO
USNS RANGE TRACKER
USNS RICHFIELD
USNS WATERTOWN

d. While the above noted ships and shops have an outstanding safety record for the year, accident prevention effectiveness has retrogressed seriously in other ships resulting in an overall marine accident frequency rate of 3.23. Ships with substandard safety records and their respective accident frequency rates for the year are:

USNS CORE*	14.44	USNS BRETON*	6.19
USNS PETRARCA*	12.38	USNS KIMBRO*	6.11
USNS MILLER	9.16	USNS MERRELL	6.11
USNS CHEYENNE	9.11	USNS SUNNYVALE	5.55
USNS ASTERION	8.18	USNS PATRICK*	4.17
USNS DAVIS	6.44		

* - Ships have retrogressed since the previous year.

e. Ninety-two passengers were injured during the quarter vice 68 in the previous quarter. Two that occurred in GAFIY, which had the greatest number, were serious and resulted in 4 days disability. PATRICK had the best passenger safety record.

f. Four invitees were injured in ships. Two were longshoremen, one was a contract painter and one was an employee of the Bendix Corp.

g. The following personnel received letters of appreciation from COMSTS-PAC for writing safety articles which appeared to the credit of MSTSPACAREA in the October issue of the "SAFETY REVIEW":

LCDR Roger J. Keck, USN	USS BRECKINRIDGE
LCDR John G. Petro, SC, USN	USS BRECKINRIGEE
LT. T. J. Jones, USN	USS BRECKINRIDGE
CAPTAIN C. E. Driscoll	USNS SGT ANDREW MILLER
Mr. Milton Sabin	USNS RANGE TRACKER
Mr. Robert Wernette	USNS RICHFIELD

7. Recommendations:

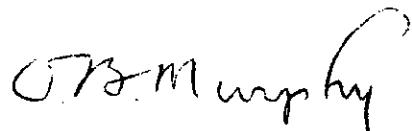
a. That in future promotions, afloat and ashore, the selecting officials be required to give weight to the safety record of candidates, both as supervisors and as individuals.

b. That masters of ships listed in paragraph 6.d which retrograded, comply as follows:

(1) Review GMPI 5100, Safety, without delay and assure that each member of the crew is instructed in and carries out his responsibility in connection therewith.

(2) Obtain and show the safety training film MN-8639, "Safety on the Job at Sea", at the first opportunity.

c. That a safety plaque, similar to that currently awarded to passenger and cargo ships, be presented annually to the special project ship with the best safety record.



O. B. MURPHY

July, August, September 1963

* Lost Time Injuries		AGENCY INVOLVED																TOTAL
		MA- CHINES	PRIME MOVERS AND PUMPS	ELE- VATORS	HOIST- ING APPA- RATUS	CONVEY- ORS	BOIL- ERS AND PRES- SURE VESSELS	VEHI- CLES	ANI- MALS	MECHAN- ICAL POWER TRANS- MISSION APPA- RATUS	ELEC- TRICAL APPA- RATUS	HAND TOOLS	CHEMI- CALS	HIGHLY INFLAM- MABLE AND HOT SUB- STANCES	DUSTS	RADIA- TIONS AND RADIAT- ING SUB- STANCES	WORK- ING SUR- FACES	AGEN- CIES NOT ELSE- WHERE CLASSI- FIED
* Lost Time Injuries	19																	
1st Aid Injuries	63																	
TOTAL	82																	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

UNSAFE MECHANICAL CONDITION

18	IMPROPER GUARDING				1	2				1	1*	1	1* 5
19	DEFECTIVE SUBSTANCES OR EQUIPMENT				1					1		2*	5
20	HAZARDOUS ARRANGEMENT				1					1		2	5
21	IMPROPER ILLUMINATION				1					1	1*	1	1* 1
22	IMPROPER VENTILATION				1					1		1	
23	UNSAFE CLOTHING				1					1		1	1
24	NO UNSAFE CONDITION	2	1	1*	1	1	2			9	1*	2	6 3*12 6* 11*35
25	UNSAFE CONDITION NOT ELSEWHERE CLASSIFIED											1	2*4
	TOTAL	2	2	1*	2	3	2			11	1*	2	12 9*27 8* 19*63

TYPE OF ACCIDENT

35	ELECTRIC WELDING FLASH													
36	FOREIGN BODIES IN EYE										2	1	3	
37	TYPE OF ACCIDENT NOT ELSEWHERE CLASSIFIED											1	1	
	TOTAL	2	2	1*	2	3	2			11	1*	2	12	9*27 8* 19*63

UNSAFE ACT

38	OPERATING WITHOUT AUTHORITY									1	1
39	OPERATING OR WORKING AT UNSAFE SPEED			1						6	2*4 1*3*13
40	MAKING SAFETY DEVICES INOPERATIVE.			1							
41	USING UNSAFE EQUIP., HANDS INSTEAD OF EQUIP., OR EQUIP., UNSAFELY	2		1					8		1*4 1*2*15
42	UNSAFE LOADING, PLACING, MIXING, ETC.			1							3 1*1*4
43	TAKING UNSAFE POSITION OR POSTURE		1*		2				1		5 1*9 4*6*19
44	WORKING ON MOVING OR DANGEROUS EQUIPMENT										
45	DISTRACTION, TEASING, ABUSING, STARTLING, ETC.										
46	FAILURE TO USE SAFE ATTIRE OR PERSONAL PROTECTIVE DEVICES								1*	1	2*2 3*3
47	NO UNSAFE ACT								1	1	1 1*3 1*8
48	UNSAFE ACT NOT ELSEWHERE CLASSIFIED										2*1*3*
	TOTAL	2	2	1*	2	3	2		11	1*	2
										12 9*27 8*19*63	

UNSAFE PERSONAL FACTOR

49	IMPROPER ATTITUDE	1				1				6			1		4	5*11	5*10*24
50	LACK OF KNOWLEDGE OR SKILL	1	2	1*	2		1	1			4				6	2*8	3*6*25
51	BOOILY DEFECTS														1	1	
52	NO UNSAFE PERSONAL FACTDR														1	2*4	3*8
53	UNSAFE PERSONAL FACTOR NOT ELSEWHERE CLASSIFIED														1	3	5
	TOTAL	2	2	1*	2		3	2			11	1*	2		12	9*27	8*19*63