

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

P-25  
18 Oct. 1962

From: Chairman, Military Sea Transportation Service, Pacific Area  
Safety Council  
To: Commander Military Sea Transportation Service  
Subj: Command Safety Council Meeting, report of  
Ref: (a) COMSTSPACAREA Staff Inst. 5100.1A  
Encl: (1) Accident Cause Analysis of Accidents occurring between 1  
April 1962 and 30 June 1962

1. Pursuant to reference (a), the Command Safety Council met at 1330  
on 21 September 1962. Members present were:

|                               |  |
|-------------------------------|--|
| CAPT O. B. Murphy, USN        | Chief of Staff, Chairman                     |
| CAPT Arthur Parris, USN       | ACS Operations, Member                       |
| CAPT A. E. Gallant, USNR      | Chief Inspector, Member                      |
| CAPT W. H. Howe, USN          | M&R Officer, Member                          |
| CAPT Milton Kurzrok, MC, USN  | Medical Officer, Member                      |
| CDR B. C. Harrington, SC, USN | Supply Officer, Member                       |
| LCDR J. W. LeDoux, USN        | ACS Admin and Personnel, Member              |
| Mr. L. R. H. Hardie           | Ind. Rel. Officer, Member                    |
| Mr. C. W. Lockard             | Director, Safety Div., Adm. &<br>Coordinator |

Also present with a direct interest in safety was:

|                   |                     |
|-------------------|---------------------|
| Mr. E. B. Ralston | Marine Investigator |
|-------------------|---------------------|

2. The Chairman, in his opening remarks stressed the importance of accident prevention to efficient operations. He noted that accidents increased the overhead costs of operations and that proper attention to safety would reduce these costs to a minimum. He apprised the members of the safety attitude of the Commander and stressed their respective responsibility for aggressively promoting accident prevention at all levels of command.

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

a. Twenty persons received eye examinations for prescription protective eye-wear during the quarter. Eight persons received eye injuries, four from dust or chips (two of them while wearing ill fitting goggles), one from electric welding flash, one from a fragment of glass of goggles broken in a fall, one from a loose strand in a wire rope and one from gas expelled from a OBA which ruptured when activated improperly.

b. Ear plugs were fitted and issued to 66 marine personnel. Noise level surveys were made in the MANN and PATRICK. The engine spaces of these two ships are noise hazardous and ear protection is required by personnel working therein to prevent loss of hearing.

c. The use of expanded metal guards on the commutator ends of generators was critically reviewed and the members reaffirmed their previous decision that they were necessary and should be installed where missing without delay.

d. No motor vehicle accidents involving official vehicles have occurred to date this year.

e. Plans, proposed at the previous meeting, for conducting additional safety contests to promote greater interest in accident prevention in ships were reviewed and approved. Rules governing the contests will be formulated and published in time for conducting the contests in calendar year 1963.

#### 4. New Business:

a. Fourteen disabling work injuries and 67 first aid injuries occurred during the quarter vice 12 disabling work injuries and 66 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 24 accidents reflect discredit upon supervisors for failure to correct unsafe conditions; that falls on working surfaces again accounted for a large number of disabling work injuries and that an unsafe act figured prominently in about 90% of the accidents.

b. The masters and crews of the following ships are to be commended for maintaining perfect safety records for the first six months of the year:

USNS BARRETT  
USNS CORE

USNS WATERTOWN  
USNS HARRIS COUNTY  
USNS ALATNA

c. The personnel of the following M&I Shops are to be commended for maintaining a perfect safety record for more than 12 months without a disabling work injury:

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

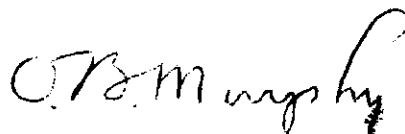
d. One hundred twelve passengers were injured during the quarter. Eight were serious injuries resulting in a total of 108 days lost time and all occurred in USS ships. Seven of these were troops.

e. Nine invitees were injured. Four were longshoremen, three were ship repairmen and one was a technician on a FMA ship. All such accidents must be fully investigated and reported promptly to assure protection against fraudulent claims. The spirit of intent of the safety program is to achieve safe conditions of employment and to promote safe practices to safeguard all persons concerned from injury.

5. Recommendation:

a. That COMILDEPTS and masters review and enforce the provisions of COMSTSPACINSTR 5100.8 (Subj: Sight Conservation Program for Marine Personnel).

6. The meeting was adjourned at 1120.



O. B. MURPHY

**ASHORE & MARINE EMPLOYEES:**

LOST TIME INJURIES 14\*

FIRST AID INJURIES 67

**TOTAL 81**

**AGENCY INVOLVED**

[illegible]

|                        |   |   |   |    |  |    |    |   |   |  |   |    |   |    |   |   |  |   |    |    |          |
|------------------------|---|---|---|----|--|----|----|---|---|--|---|----|---|----|---|---|--|---|----|----|----------|
| 35                     | ELECTRIC WELDING FLASH  |   | 1 |    |  |    |    |   |   |  |   |    |   |    |   |   |  |   |    |    | 1        |
| 36                     | FOREIGN BODIES IN EYE   |   |   |    |  |    |    |   |   |  | 1 |    | 4 |    |   |   |  |   | 2  |    | 7        |
| 37                     | TYPE OF ACCIDENT NOT ELSEWHERE CLASSIFIED                         |   |   |    |  |    |    |   |   |  |   | 1* |   |    |   |   |  |   | 1* |    | 2*       |
| TOTAL                  |   | 4 | 1 | 1* |  | 1  | 1* | 1 | 4 |  | 2 | 6  | 2 | 1* | 1 | 4 |  | 9 | 5* | 32 | 6*67 14* |
| UNSAFE ACT             |   |   |   |    |  |    |    |   |   |  |   |    |   |    |   |   |  |   |    |    |          |
| 38                     | OPERATING WITHOUT AUTHORITY                                       |   |   |    |  |    |    |   |   |  |   |    |   |    |   |   |  |   | 1  |    | 2        |
| 39                     | OPERATING OR WORKING AT UNSAFE SPEED                              |   |   |    |  |    |    |   |   |  |   |    |   |    |   |   |  | 3 | 6  |    | 9        |
| 40                     | MAKING SAFETY DEVICES INOPERATIVE                                 | 1 |   |    |  |    |    |   | 1 |  |   |    |   |    |   |   |  |   |    |    | 2        |
| 41                     | USING UNSAFE EQUIP., HANDS INSTEAD OF EQUIP., OR EQUIP., UNSAFELY |   |   |    |  | 1  |    |   | 1 |  |   |    |   |    |   |   |  |   | 9  | 2* | 15 2*    |
| 42                     | UNSAFE LOADING, PLACING, MIXING, ETC.                             |   | 1 |    |  | 1* |    |   |   |  |   |    |   |    |   |   |  | 1 |    |    | 2 1*     |
| 43                     | TAKING UNSAFE POSITION OR POSTURE                                 | 2 |   | 1* |  |    |    | 1 | 1 |  |   | 1  |   | 1  |   |   |  | 3 | 4* | 11 | 1*20 6*  |
| 44                     | WORKING ON MOVING OR DANGEROUS EQUIPMENT                          |   |   |    |  |    |    |   |   |  |   |    |   |    |   |   |  | 1 |    |    | 1        |
| 45                     | DISTRACTION, TEASING, ABUSING, STARTLING, ETC.                    |   |   |    |  |    |    |   |   |  |   |    |   |    |   |   |  |   | 1  | 1* | 1 1*     |
| 46                     | FAILURE TO USE SAFE ATTIRE OR PERSONAL PROTECTIVE DEVICES         | 1 |   |    |  |    |    |   | 1 |  |   |    | 1 |    | 2 |   |  | 1 | 1* | 1  | 7 1*     |
| 47                     | NO UNSAFE ACT   |   |   |    |  |    |    |   |   |  |   | 1  | 1 | 1* |   | 2 |  | - | 3  | 1* | 7 2*     |
| 48                     | UNSAFE ACT NOT ELSEWHERE CLASSIFIED                               |   |   |    |  |    |    |   |   |  | 1 |    |   |    |   |   |  |   |    | 1* | *        |
| TOTAL                  |   | 4 | 1 | 1* |  | 1  | 1* | 1 | 4 |  | 2 | 6  | 2 | 1* | 1 | 4 |  | 9 | 5* | 32 | 6*67 14* |
| UNSAFE PERSONAL FACTOR |   |   |   |    |  |    |    |   |   |  |   |    |   |    |   |   |  |   |    |    |          |
| 49                     | IMPROPER ATTITUDE   | 4 |   | 1* |  | 1* |    |   | 3 |  |   |    |   |    |   | 2 |  | 4 | 4* | 17 | 3*36 9*  |
| 50                     | LACK OF KNOWLEDGE OR SKILL  |   |   |    |  |    |    |   |   |  |   |    |   |    |   |   |  |   |    |    |          |
| 51                     | BODILY DEFECTS  |   | 1 |    |  | 1  | 1  |   | 1 |  |   |    | 1 | 1  |   |   |  | 5 | 7  | 1* | 19 1*    |
| 52                     | NO UNSAFE PERSONAL FACTOR   |   |   |    |  |    |    |   |   |  |   |    |   |    |   |   |  |   |    |    |          |
| 53                     | UNSAFE PERSONAL FACTOR NOT ELSEWHERE CLASSIFIED                   |   |   |    |  |    |    |   |   |  |   |    | 1 | 1* |   | 2 |  |   | 1* | 6  | 2*9 4*   |
| TOTAL                  |   | 4 | 1 | 1* |  | 1  | 1* | 1 | 4 |  | 2 | 6  | 2 | 1* | 1 | 4 |  | 9 | 5* | 32 | 6*67 14* |