

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

P-25
6 April 1962

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
October 1961 and 31 December 1961

1. Pursuant to reference (a), the Command Safety Council met at 1030 on
29 March 1962. Members present were:

CAPT O. B. Murphy, USN	Chief of Staff, Chairman
CAPT A. E. Gallant, USN	ACS Admin and Personnel, Member
CAPT W. H. Howe, USN	M&R Officer, Member
CAPT Milton Kurzrok (MC) USN	Medical Officer, Member
CAPT J. T. Hodgson, Jr. USN	Chief Inspector, Member
CDR W. D. Craig, USN	Alternate for ACS Operations
Mr. A. J. Shaddy, Jr.	Alternate for Supply Officer
Mr. L. R. H. Hardie	Ind. Rel. Officer
Mr. C. W. Lockard	Director, Safety Div., Ad. & Coordinator

Others present with a direct interest in safety were:

CDR H. C. Racette, USN	Readiness Assistant
Mr. E. B. Ralston	Marine Investigator Examiner

2. The Chairman, in his opening remarks, reminded the members that the purpose of this meeting was to review our accident experience of the past quarter and consider the effectiveness of our accident prevention efforts in order to recommend policy changes and practical measures for improvement as considered necessary.

3. The minutes of the previous meeting and the Commander's action thereon were reviewed. The members are reminded of their responsibility as staff officers to assure that the directed action is implemented.

4. Old Business:

(a) The Sight Conservation, Hearing Conservation and Motor Vehicle Safety Programs were reviewed and discussed. All are considered adequate and effective.

1. Sixteen persons received eye examinations for prescription protective eye-wear during the quarter. Four persons received eye injuries, three from dust or soot and one from cleaning solvent. The latter resulted in one day lost time due to failure to wear personal protective equipment.

2. Ear plugs were fitted and issued to sixty-eight marine personnel and a supply of ear plugs were placed in the CORE and PETRARCA for issue as necessary. Noise level surveys of ships will continue as time and schedules permit.

3. There were no motor vehicle accidents during the quarter. Only one motor vehicle accident was experienced during the year and it was non-preventable on the part of the operator. Judge Advocate General Instruction 5822.2 of 2 February 1962 concerning civil suits resulting from operation of motor vehicles was reviewed. It is noted that its provisions, which became effective 21 March 1962, will require closer supervisory control of the use of private vehicles in official business.

5. New Business:

(a) Fourteen disabling work injuries and sixty-eight first aid injuries occurred during the quarter vice twenty-four disabling work injuries and fifty-nine 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:

1. Twenty-seven accidents reflect discredit upon supervisors for failure to correct unsafe conditions.

2. Slips and falls on working surfaces again accounted for the greatest number and severity of accidents.

3. More effective leadership and supervisory action is needed to assure that safe working conditions are maintained and that safe working procedures are utilized.

(b) The masters and crews of four ships are to be commended for maintaining perfect safety records. The ships are:

RANGE TRACKER
WATERTOWN

HARRIS COUNTY
ALATNA

(c) The master and crew of the BARRETT and CORE are to be commended for earning the MSTSPACAREA Safety Award for 1961 for passenger and cargo ships respectively.

(d) The master and crew of the PATRICK are to be commended for their outstanding passenger safety record.

(e) Seventy-three passengers were injured during the quarter. Four passengers, all troops, suffered serious injuries resulting in a total of twenty-four days lost time.

(f) Six invitees were injured. Two were longshoremen, one a fatality. Three were ship repairmen and one was an electronic technician assigned to a ship. All such accidents must be fully investigated and reported promptly to protect against fraudulent claims.

(g) One military crew member died as the result of an electric shock he received while attempting to hook up a ground wire on a defective piece of electrical equipment after it was plugged into a power circuit. Use of defective electrical equipment and misuse of electrical equipment in good shape is always an invitation to death.

(h) The report of the Safety Program Appraisal Committee for 1961 was reviewed. The committee found the program well organized and adequate to comply with current directives. They also found that it was not as effective in certain respects during the latter part of 1961 as previously and charged the retrogression to lack of follow-up by cognizant staff officers to assure compliance with prescribed safety precautions and safety policy. The appraisal Committee recommended that staff department heads take a more active interest in safety matters under their cognizance and that they revitalize their efforts to gain the support and cooperation of subordinates in eliminating unsafe conditions and unsafe acts, especially, in connection with the items noted in their report where the need for improvement was apparent. The recommendation was approved by COMSTSPACAREA and a copy of the appraisal report has been provided each staff officer concerned for review and guidance to assure integration of safety principles and practices in all matters under his jurisdiction.

In this connection, it is significant to note that items 8 and 74 of the report indicate a general lack of understanding of or appreciation for the basic precepts of accident prevention on the part of some supervisors. Specific examples of this brought out in discussion concerned the absence of adequate guards on the commutator end of generators and the installation of lifeboats with dissimilar release gear in a ship. In the first instance, expanded metal guards were removed from and left off the generators to facilitate routine maintenance thereby exposing personnel unnecessarily to electrical hazards. In the second instance, under the guise of economy, lifeboats with dissimilar release mechanism were installed in a ship thereby exposing the crew unnecessarily to hazards when one of the boats was used.

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.

6. Recommendations:

(a) That department heads ashore review recent ship safety committee meeting reports and accident reports to determine areas where assistance is

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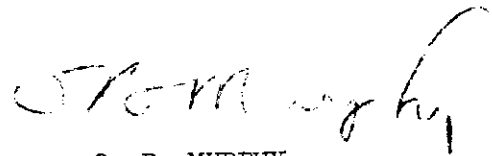
needed in safety matters under their cognizance in order to intelligently assist subordinates and forces afloat to carry out their work safely and efficiently.

(b) That the USNS PETRARCA lifeboats be fitted with similar type disengaging apparatus to eliminate unnecessary operational hazards.

(c) That expanded metal guards be installed where missing on the commutator ends of ship generators and that a notice be promulgated directing their continued use to dispell any misconception concerning elimination of the guards to facilitate maintenance.

(d) That staff supervisory personnel receive additional safety training to assist them in carrying out their safety responsibilities.

7. The meeting was adjourned at 1145.



O. B. MURPHY

4th QUARTER 1961

Lost Time Injuries* - 14

First Aid Injuries - 68

TOTAL 82

AGENCY INVOLVED

MA- CHINES	PRIME MOVERS AND PUMPS	ELE- VATORS	HOIST- ING APPA- RATUS	CONVEY- ORS	BOIL- ERS AND PRESS- URE 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	RADI- ATIONS AND RADIAT- ING SUB- STANCES	WORK- ING SUR- FACES	AGEN- CIES NOT ELSE- WHERE CLASSI- FIED	TOTAL
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
19	DEFECTIVE SUBSTANCES OR EQUIP- MENT		1	1						1					6 1*	2	11 1*
20	HAZARDOUS ARRANGEMENT	1								2					2 1*	2	7 1*
21	IMPROPER ILLUMINATION																
22	IMPROPER VENTILATION															1	1 2*
23	UNSAFE CLOTHING				1								1				2
24	NO UNSAFE CONDITION	2 1*	1		1 2*	2			2	7	1*				10 4*	16 1*	41 9*
25	UNSAFE CONDITION NOT ELSEWHERE CLASSIFIED	1								1		1				1 1*	4 1*
TOTAL		4 1*	2		3 2*	2 2*	1		2	12	1*	1	1		18 6*	22 2*	68 14*

TYPE OF ACCIDENT

26	STRIKING AGAINST	1	1						1	3					5	9	20
27	TRUCK BY	1 1*			1 2*					5						3 1*	10 4*
28	CAUGHT IN, ON OR BETWEEN	1			1		1		1	2					4	3	13
29	FALL ON SAME LEVEL									1					4 2*	1	6 2*
30	FALL TO DIFFERENT LEVEL														1 1*	1*	1 2*
31	SLIP (NOT FALL) OR OVER-EXERTION							1*							4 3*	2	6 4*
32	EXPOSURE TO TEMPERATURE EXTREMES		1					2 1*				1					4 1*
33	INHALATION, ABSORPTION, SWALLOWING										1*						1*
34	CONTACT WITH ELECTRIC CURRENT																

UNSAFE CONDITIONS
REFLECT DISCREPANCIES
ON SUPERVISORS
CONCERNED

35	ELECTRIC WELDING FLASH																		
36	FOREIGN BODIES IN EYE				1					1			1				2	5	
37	TYPE OF ACCIDENT NOT ELSEWHERE CLASSIFIED	1															2	3	
TOTAL		4	1*	2		3	2*		2	2*	1		2	12		1*	1		18 6*22 2*68 11*

UNSAFE ACT																			
38	OPERATING WITHOUT AUTHORITY									1								1	
39	OPERATING OR WORKING AT UNSAFE SPEED								1	1							3	1*	4 1* 9 2*
40	MAKING SAFETY DEVICES INOPERATIVE																		
41	USING UNSAFE EQUIP., HANDS INSTEAD OF EQUIP., OR EQUIP., UNSAFELY	1	1		1*		1 1*			7							2	2	14 2*
42	UNSAFE LOADING, PLACING, MIXING, ETC.																1		2
43	TAKING UNSAFE POSITION OR POSTURE																6	3*1	23 6*
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			1		3 1*
47	NO UNSAFE ACT	3	1			1							1				2	2* 1	9 2*
48	UNSAFE ACT NOT ELSEWHERE CLASSIFIED																4	3 1*	7 1*
TOTAL		4	1*	2		3	2*		2	12		1*	1	1			18	6*22 2*68 11*	

UNSAFE PERSONAL FACTOR																			
49	IMPROPER ATTITUDE	1	1*			1	1*		2	2*	1		1	7		1*	1		9 3*11 1*34 9*
50	LACK OF KNOWLEDGE OR SKILL		1			1							3				1	4	11
51	BODILY DEFECTS	1																	1
52	NO UNSAFE PERSONAL FACTOR	2	1			1	1*					1	1				7	2* 4 1*17 4*	
53	UNSAFE PERSONAL FACTOR NOT ELSEWHERE CLASSIFIED												1				1	1* 3	5 1*
TOTAL		4	1*	2		3	2*		2	12		1*	1	1			18	6*22 2*68 11*	