

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

P-25  
27 Mar 1961

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 Sept 1960 and 31 Dec 1960.

1. Pursuant to reference (a) the Command Safety Council met at 1030  
on 15 March 1961. Members present were:

|                            |                              |
|----------------------------|------------------------------|
| CAPT R. D. Lowther, USN    | Chief of Staff, Chairman     |
| CAPT A. Parris, USN        | ACS Operations, Member       |
| CAPT A. E. Gallant, USN    | Chief Inspector, Member      |
| CAPT W. H. Howe, USN       | M&R Officer, Member          |
| CAPT M. Kurzrok, USN (MC)  | Medical Officer, Member      |
| CDR C. W. Linden, USN (SC) | Supply Officer, Member       |
| Mr. L. R. H. Hardie        | Ind. Rel. Officer, Member    |
| Mr. C. W. Lockard          | Dir. Safety Div. Coordinator |

Others present with a direct interest in safety were:

|                         |                           |
|-------------------------|---------------------------|
| CDR W. D. Craig, USN    | Asst. Chief Inspector     |
| CDR L. J. Nicholas, USN | Dir. Security Div.        |
| Mr. H. K. Webb          | Deputy M&R Officer        |
| Mr. O. H. Friz          | Port Captain              |
| Mr. J. F. Palmer        | Maintenance Shop Foreman  |
| Mr. S. M. Phillips      | Asst. to Supt. Port Eng.  |
| Mr. R. M. Baughman      | Ship Maint. & Oper. Spec. |
| Mr. J. E. Saviski       | Safety Program Spec.      |
| Mr. A. Shaddy, Jr.      | Port Steward              |
| Mr. R. W. M. Keating    | Dir. Admin. Div.          |

2. The Chairman reviewed the duties and responsibilities of the Council and stressed the need for positive safety attitude and sincere interest in safety matters to prevent accidents. He commented on the progress achieved in 1960 and asked for continued progress in 1961.

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

4. Old business -- there was no old business.

5. New business:

Subj: Report of Command Safety Council Meeting

P-25  
27 Mar 1961

(a) The report of the Safety Appraisal Committee for 1960 was reviewed. The committee reported that the safety program was highly effective during the past year and that it was adequate to comply with current directives. The Appraisal Committee's score for the program was 815, equivalent to a grade of 96%.

(b) Enclosure (1), an analysis of accidents occurring during the past quarter shows that the majority of serious injuries resulted from slips or over-exertion and falls in connection with working surfaces. One involved a hazardous arrangement. The previous quarter there were no disabling injuries due to falls and only one due to slipping.

(c) Passenger accidents for the quarter totaled 127 vice 59 the preceding period. None were listed as serious. Falls accounted for the greatest number of passenger accidents and most of these involved small children, many from falling out of bunks, some from top bunks. Small children should not be berthed in top bunks and side rails must be utilized to prevent small tots from rolling off the bottom bunks even when the ship is not rolling or pitching.

(d) MSTSPACAREA experienced its safest year in 1960 with a resulting frequency of 2.45. The Masters and Crews of the following ships are to be commended for maintaining a perfect safety record for the year: (Marine accident frequency rate was 1.96)

|            |                 |
|------------|-----------------|
| PATRICK    | LONGVIEW        |
| BALD EAGLE | PETRARCA        |
| BRETON     | RANGE RECOVERER |
| GAMMON     |                 |

The PATRICK earned the Command Passenger Ship Safety Award and the GAMMON earned the Command Cargo Ship Safety Award. All of these ships in operation for the full year earned the National Safety Council Perfect Ship Safety Award.

Mr. Arnold J. Tryner, Third Assistant Engineer of the PATRICK, received a letter of commendation from the Commander for his exemplary personal support in the accident prevention program.

Safety Award Certificates were presented to the following M&R Shop supervisors for the safety record of their respective shops:

|                         |                |
|-------------------------|----------------|
| Mr. Harold E. Hubbard   | Shop 51 and 67 |
| Mr. Francis S. Milligan | Shop 31        |
| Mr. Wesley D. Newton    | Shop 71        |
| Mr. Earl V. Graff       | Shop 64        |

Subj: Report of Command Safety Council Meeting

P-25

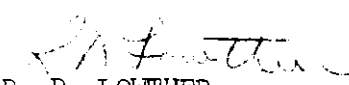
27 Mar 1961

6. Captain Milton Kurzrok, MSTSPACAREA Medical Officer, conducted a demonstration in the use of a "Minute Man Resuscitator" and explained the advantages of it over the older cumbersome equipment currently used in the Navy. The committee concurs in his recommendation that one of these be placed in each PACAREA ship for emergency use. The Safety Officer will initiate action to have one added to the allowance list of each ship.

7. Recommendation: That Commanding Officers, Commanding Officers of Military Departments, Masters and Heads of Offices ashore direct their personal attention to their respective safety programs to obtain the full support and cooperation of all hands in preventing all accidents in the future.

There were six (6) disabling work injuries in the first two months of 1961 vice five (5) for the same period in 1960. Immediate effective action is needed to reverse this current downward trend.

8. The meeting was adjourned at 11:50.

  
R. D. LOWTHER

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F/LID 68

[illegible]

|  | A | B | C | D    | E | F    | G  | H    | I | J | K    | L    | M  | N  | O  | P | Q | R | S | T     | U  | V  | W   | X  | Y   | Z             |
|--|---|---|---|------|---|------|----|------|---|---|------|------|----|----|----|---|---|---|---|-------|----|----|-----|----|-----|---------------|
| 36 FOREIGN BODIES IN EYE   |   |   |   |      |   |      |    |      |   | 1 |      |      |    |    |    |   |   |   |   |       |    |    |     |    |     | 1             |
| 37 TYPE OF ACCIDENT NOT ELSEWHERE CLASSIFIED                         |   |   |   | 2    |   |      | 1  | 1    |   |   |      |      | 1* | 1  |    |   |   |   |   |       | 1  | 2* | 3*  | 5  |     |               |
| TOTAL  | 2 | 1 |   | 5 1* | 1 | 4 1* | 2  | 2 1* | 2 | 0 |      | 1 1* | 1* | 1  |    |   |   |   |   | 15 8* | 18 | 7* | 20* | 68 |     |               |
| <b>UNSAFE ACT</b>  |   |   |   |      |   |      |    |      |   |   |      |      |    |    |    |   |   |   |   |       |    |    |     |    |     |               |
| 38 OPERATING WITHOUT AUTHORITY                                       |   |   |   |      |   |      |    |      |   |   |      |      |    |    |    |   |   |   |   |       | 1  |    |     |    |     | 1             |
| 39 OPERATING OR WORKING AT UNSAFE SPEED                              |   |   |   | 1    |   |      | 1  |      |   |   |      |      |    |    |    |   |   |   |   |       | 2  | 2* |     |    |     | 2* 4          |
| 40 MAKING SAFETY DEVICES INOPERATIVE                                 |   |   |   |      |   |      |    |      |   |   |      |      |    |    |    |   |   |   |   |       |    |    |     |    |     |               |
| 41 USING UNSAFE EQUIP., HANDS INSTEAD OF EQUIP., OR EQUIP., UNSAFELY | 1 |   |   | 2    |   |      |    |      |   |   | 3    |      | 1  |    |    |   |   |   |   |       | 4  | 1  | 1*  | 12 |     |               |
| 42 UNSAFE LOADING, PLACING, MIXING, ETC.                             |   |   |   |      |   |      |    |      |   |   |      |      | 1  |    |    |   |   |   |   |       |    | 3  |     |    |     | 4             |
| 43 TAKING UNSAFE POSITION OR POSTURE                                 | 1 | 1 |   | 1*   |   | 1    |    |      |   | 1 | 2    |      |    |    |    |   |   |   |   |       | 5  | 1* | 3   | 1* | 3*  | 14            |
| 44 WORKING ON MOVING OR DANGEROUS EQUIPMENT                          |   |   |   |      |   | 1    |    |      |   |   | 1    |      |    |    |    |   |   |   |   |       |    |    |     |    |     | 2             |
| 45 DISTRACTION, TEASING, ABUSING, STARTLING, ETC.                    |   |   |   |      |   |      |    | 1    |   |   |      |      |    |    |    |   |   |   |   |       |    |    |     |    |     | 1* 1* 1       |
| 46 FAILURE TO USE SAFE ATTIRE OR PERSONAL PROTECTIVE DEVICES         |   |   |   |      |   |      |    |      |   |   | 1    | 1    | 1* | 1  | 1* |   |   |   |   |       |    | 2  |     |    | 2*  | 5             |
| 47 NO UNSAFE ACT   |   |   |   | 2    | 1 | 1    | 1* | 1    |   | 1 | 1    |      |    | 1  |    |   |   |   |   |       | 3  | 4* | 5   | 4* | 10* | 16            |
| 48 UNSAFE ACT NOT ELSEWHERE CLASSIFIED                               |   |   |   |      |   | 1    |    | 1    |   |   | 1    |      | 1  | 1  | 1  |   |   |   |   |       | 1  | 1* | 3   |    | 1*  | 9             |
| TOTAL  | 2 | 1 |   | 5 1* | 1 | 4 1* | 2  | 2 1* | 2 | 9 | 1 1* | 5 1* | 1  |    |    |   |   |   |   | 15 8* | 18 | 7* | 20* | 68 |     |               |
| <b>UNSAFE PERSONAL FACTOR</b>  |   |   |   |      |   |      |    |      |   |   |      |      |    |    |    |   |   |   |   |       |    |    |     |    |     |               |
| 49 IMPROPER ATTITUDE   | 1 | 1 |   | 2    |   | 3    | 1  | 1*   |   |   | 4    | 1    | 1  | 1* |    |   |   |   |   |       | 11 | 2* | 3   |    |     | 4* 28         |
| 50 LACK OF KNOWLEDGE OR SKILL  | 1 |   |   | 1*   |   |      |    |      |   | 1 | 1    |      | 1* | 1  |    |   |   |   |   |       | 2  | 5  | 3*  | 5* | 11  |               |
| 51 BODILY DEFECTS  |   |   |   |      |   |      |    |      |   |   |      |      |    |    |    |   |   |   |   |       |    |    |     |    |     | 1* 1* 2*      |
| 52 NO UNSAFE PERSONAL FACTOR   |   |   |   | 2    | 1 | 1    | 2* | 2    |   |   | 1    |      |    | 2  | 1  |   |   |   |   |       | 2  | 3* | 5   | 2* | 6*  | 17            |
| 53 UNSAFE PERSONAL FACTOR NOT ELSEWHERE CLASSIFIED                   |   |   |   | 1    |   |      |    |      |   |   | 2    |      |    | 1  |    |   |   |   |   |       |    |    |     |    |     | 2* 5 1* 3* 12 |
| TOTAL  | 2 | 1 |   | 5 1* | 1 | 4 1* | 2  | 2 1* | 2 | 9 | 1 1* | 5 1* | 1  |    |    |   |   |   |   | 15 8* | 18 | 7* | 20* | 68 |     |               |