

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

P-25  
23 Nov. 1960

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 1960 and 30 September 1960.

1. Pursuant to reference (a) the Command Safety Council met at 1030  
on 22 November 1960. 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. F. W. Thompson, USN(MC)	Medical Officer, Member
Cdr. C. W. Linden, USN (SC)	Supply 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. O.H. Friz	Port Captain
Mr. S. M. Phillips	Asst. to Supt. Port Eng.
Mr. R.W.M. Keating	Dir. Admin. Div.
Mr. J. E. Saviski	Safety Program Specialist

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.

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:

(a) The Sight Conservation, Hearing Conservation and Motor Vehicle Safety Program were reviewed - all are considered adequate and effective.

(1) Eighteen persons received eye examinations for prescription protective eye wear. Two eye injuries occurred under questionable circumstances. In one case a mariner lost his eye in an altercation. Investigation into the circumstances is in progress.

In the other case a mariner belatedly reported that he got dust in his eye while wearing a face shield the previous day. Injured personnel must report their injuries without delay to avoid jeopardizing their position. Face shields are inadequate for chipping work. Cup type safety goggles should be worn for that purpose.

(2) A sound scope for measuring noise levels was recently received. A noise survey of each ship will be scheduled in the near future.

(3) There were no motor vehicle accidents reported during the quarter.

(b) Enclosure (1), an analysis of accidents occurring during the past quarter, in addition to showing the trouble areas, reflects a welcome indication of a measure of success in accident prevention, in that there were no disabling injuries due to falls. As indicated, there were eleven disabling work injuries during the period. All were preventable.

Areas where corrective measures may be most intelligently applied are in the use of working surfaces and in the use of hand tools. In this connection, correct unsafe work practices. Remember that there is no problem of defective material here. It is entirely a case of misuse of safe equipment, for one reason or another.

A comparison of our safety record for the first nine months of 1959 and 1960 shows a need for continued effort to achieve safer operations.

1959	DWI*	FREQUENCY	1960	DWI	FREQUENCY
Marine	29	2.54	Marine	26	2.44
Ashore	10	17.11	Ashore	6	9.68

\* DWI - Disabling Work Injury

\*\* - Frequency - Number of disabling work injuries per million hours worked.

(c) Forty-nine passenger accidents were reported vice 85 the past quarter. None were listed as serious. Ten involved working surfaces vice 26 the past quarter. Four involved being bitten by a dog or scratched by a cat. Pets must be muzzled and leashed when out of the cage. Unattached children must be kept out of the pet area. Unsafe practices again - they can be prevented. Remember, though the passengers may perform the unsafe act, the Commanding Officer or Master is responsible for enforcement of safety precautions.

(d) The Masters and Crews of the following ships are to be commended for maintaining a perfect safety record for the first three quarters:

PATRICK  
GAMMON  
MANN

BALD EAGLE  
HAITI VICTORY  
RANGE RECOVERER

(e) Mr. O.H. Friz, Port Captain and Mr. C.W. Lockard, Safety Director reported on their attendance at the recent meeting of the Marine Section of the National Safety Council. Captain Friz represented Commander Military Sea Transportation Service, Pacific Area in accepting "Distinguished Sea Rescue Awards" awarded to Captain Howard M. Cleaves, Master USNS SGT ARCHER T. GAMMON and each member of the crew for outstanding safety achievement.

The award was presented jointly by the Marine Section, National Safety Council and the American Merchant Marine Institute.

Elected to office in Government Committees during the annual Business of the Marine Section were:

- (1) Vice Admiral Roy A. Gano, USN, COMSTS -  
Chairman, Committee for Safety, National Defense Transport
- (2) Rear Admiral, E. B. McKinney, USN, COMSTSPACAREA -  
Transportation Committee, MSTP Pacific Area
- (3) Mr. John R. Wolfe, Safety Director, MSTP -  
Chairman, Tanker Safety Discussion Group

(f) Mr. Lockard informed the council that he commended Mr. J. E. Saviski, his assistant for his outstanding performance of duty. The council, cognizant of Mr. Saviski's effective assistance, concurs in commending him for his meritorious service.

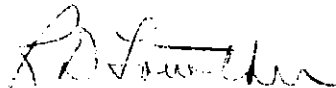
6. A demonstration in the use of a "Slide-N-Cut" Safety Paper Cutter, recently tested and evaluated by the Safety Division to be completely safe, was conducted for the council. Use of the machine in place of the hazardous, guillotine cutter now used is recommended. The Safety Division is initiating action to have it carried as a standard stock item in the supply system.

#### 7. Recommendations:

(a) That Commanding Officers, Commanding Officers of Military Departments, Masters and Heads of Offices ashore make a concerted effort to correct unsafe work practices, concentrating initially upon work practices in connection with the use of working surfaces and hand tools. (Reference material - "Accident Prevention for Marine Personnel, MSTSPACAREA," 12ND P1403-2). Appropriate posters are provided as enclosures for assistance.

(b) That Staff Officers responsible for selection of officers for appointment and promotion, emphasize the importance of safe operations when visiting ships and review the ship's record with the Master and Department Head concerned.

8. The meeting adjourned at 11:45.

  
R. D. LOWTHER



35	ELECTRIC WELDING FLASH																		
36	FOREIGN BODIES IN EYE	2									2			1*			1	9	
37	TYPE OF ACCIDENT NOT ELSEWHERE CLASSIFIED																1*	1	
TOTAL		1*			2	1	1*	1	1*		5	10	3	2	3		3*	3*	69
UNSAFE ACT		4															10	14	
38	OPERATING WITHOUT AUTHORITY									1									1
39	OPERATING OR WORKING AT UNSAFE SPEED											1					1*	1	
40	MAKING SAFETY DEVICES INOPERATIVE	1*															1	1	3
41	USING UNSAFE EQUIP., HANDS INSTEAD OF EQUIP., OR EQUIP., UNSAFELY	1			1					4	9	1	1				1	2	22
42	UNSAFE LOADING, PLACING, MIXING, ETC.											1						1	2
43	TAKING UNSAFE POSITION OR POSTURE	1					1						1				1*	2*	13
44	WORKING ON MOVING OR DANGEROUS EQUIPMENT																1*		1
45	DISTRACTION, TEASING, ABUSING, STARTLING, ETC.																		
46	FAILURE TO USE SAFE ATTIRE OR PERSONAL PROTECTIVE DEVICES	1					1*								2			2	6
47	NO UNSAFE ACT	1			1	1	2	1	1*		1				1*		6	2	18
48	UNSAFE ACT NOT ELSEWHERE CLASSIFIED																		
TOTAL		1*			2	1	1*	1	1*		5	10	3	2	3		3*	3*	69
UNSAFE PERSONAL FACTOR																			
49	IMPROPER ATTITUDE	3					1				3	8	2	1	1		1*	2*	35
50	LACK OF KNOWLEDGE OR SKILL	1*			1		1*				1		1	1	1		1*	1	9
51	BODILY DEFECTS								1*										1*
52	NO UNSAFE PERSONAL FACTOR	1			1	1	2	1			1	2			1*		5	1*	22
53	UNSAFE PERSONAL FACTOR NOT ELSEWHERE CLASSIFIED																1*		2
TOTAL		1*			2	1	1*	1	1*		5	10	3	2	3		3*	3*	69