

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

P-25  
14 March 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 and Analysis Report of 1959 Accidents, copy of

1. Pursuant to reference (a) the Command Safety Council met at 10:00  
on 26 February 1960. Members present were:

CAPT. G.P. UNMACHT, USN	CHIEF OF STAFF	CHAIRMAN
CAPT. R.D. LOWTHER, USN	CHIEF INSPECTOR	MEMBER
CAPT. D.J. WALSH, USN	ACS OPERATIONS	MEMBER
CAPT. W.H. HOWE, USN	M&R OFFICER	MEMBER
CAPT. W.S. MADDOX, USN	ADMIN & PERSONNEL	MEMBER
CAPT. F.W. THOMPSON, USN(MC)	MEDICAL OFFICER	MEMBER
LCDR. H.W. BLAINE, USN (SC)	DIRSHIP LIAISON DIV	ALTERNATE MEMBER
MR. L.R.H. HARDIE	INT REL OFFICER	MEMBER
MR. C.W. LOCKARD	DIR SAFETY DIV	ADVISOR & COORDINATOR

Others present with a direct interest in Safety were:

CDR. L.J. NICHOLAS, USN	DIR SECURITY DIV
MR. J.F. PALMER	FOREMAN M&R SHOPS
MR. A.J. SHADDY, JR	PORT STEWARD
MR. S.M. PHILLIPS	ASST TO SUP PORT ENG
MR. R.W.M. KEATING	HEAD OFFICE SERV BR
MR. J.E. SAVISKI	SAFETY PROGRAM SPECIALIST

2. COMSTS safety policy, the basic precepts of safety and the responsibility of the Staff and of the Safety Council were reviewed for the benefit of the members.

3. The minutes of the previous meeting were reviewed.

4. Old business - there was no old business.

5. New business.

(a) The Master and crew of the USNS GAMMON, PENDLETON and GAFFEY are to be commended for the safety record they achieved in 1959. The GAMMON and the PENDLETON chalked up perfect records by operating for the entire year without a disabling work injury, while the GAFFEY had the best safety record of the passenger ships.

(b) The 1959 safety organization and program appraisal report of the Safety Program Appraisal Committee was reviewed. It is noted that while the committee rated the program "Good", that there is room for improvement in these functions:

1. The Command Safety Council should meet quarterly or oftener as necessary.
2. Supervisor's safety committee should meet regularly.
3. Participation of workers in shop safety committees should be more active.
4. Safety subjects should be included regularly in the agenda of command staff meetings.
5. Grounding of all fixed and portable electric tools and equipment should be assured.
6. Wearing of personal protective clothing and equipment, including ear defenders, where required should be enforced. Requirements for sterilization of this equipment should also be enforced.
7. Hazardous noises and hazards due to dust, fumes and gases should be reduced to acceptable limits where possible.
8. Operators of material handling equipment should be adequately trained and properly licensed.
9. Safety regulations and precautions should be enforced.

(c) The Sight Conservation, Hearing Conservation and Motor Vehicle Safety Programs were reviewed. It is considered that they are adequate and effective. In accordance with a recent directive from COMSTS, additional noise measurement surveys are to be conducted, when the necessary equipment is obtained, to determine all noise hazardous areas in order that appropriate measures may be taken to protect the hearing of personnel.

(d) Enclosure (1), an analysis of accidents experienced in 1959 shows that a large number of the accidents occurred in connection with working surfaces (77) and hand tools (52). (Most of the serious disabling work injuries occurring in 1959 were in connection with the former). It also shows that while some of the accidents were attributed in part to an unsafe mechanical condition that most were attributed to an unsafe act resulting from improper attitude or lack of knowledge and skill. In this connection, it is noted that a study of the causative factors of the disabling work injuries disclosed that the most frequent factor with respect to the supervisors performance of duty was failure to enforce safety regulations.

It is evident that most if not all the accidents which occurred in 1959 could have been prevented if supervisors had enforced the observance of safety precautions and required their subordinates to employ safe work methods.

There was a total of 54 disabling work injuries in 1959. One of these resulted in death. Forty two involved marine personnel and twelve occurred to employees ashore. The accident frequency for 1959 was 3.40, which means, that 3.4 disabling work injuries occurred for each million man hours of work performed.

In addition to the accidents recorded in enclosure (1), 497 accidents involving injury to passengers or invitees occurred during the year.

#### 6. Recommendations:

(a) That ~~Commanding~~ Officers, Commanding Officers of Military Departments, Masters and Office Heads ashore review their responsibilities in connection with COMSTS Safety Program and cooperate fully to gain the conscientious support of all hands in accident prevention.

(b) Include in their safety training schedule for 1960 a review of pertinent parts of the following in the month indicated:

MARCH - US NAVY Safety Precautions, OPNAV-34P1  
Chapter 1, Section 1, "Basic Precepts"  
Chapter 2, Section 1, "General Housekeeping "

APRIL - US NAVY Safety Precautions, OPNAV-34P1  
Chapter 5, Section 1, "Ships"

MAY - US NAVY Safety Precautions, OPNAV-34P1  
Chapter 16, Section 1, "Hand Tools"  
Chapter 16, Section 2, "Power Tools"

7. The meeting was adjourned at 1130.

YEAR 1959

[illegible]

35	ELECTRIC WELDING FLASH																		0
36	FOREIGN BODIES IN EYE	1									2	3	1	19			6	32	
37	TYPE OF ACCIDENT NOT ELSEWHERE CLASSIFIED	2				1						1	1		1		4	10	
TOTAL		17	2	0	15	0	9	5	0	3	13	52	8	15	19	0	77	139	374
UNSAFE ACT																			
38	OPERATING WITHOUT AUTHORITY					1											1	2	
39	OPERATING OR WORKING AT UNSAFE SPEED									1	3		1				4	5	14
40	MAKING SAFETY DEVICES INOPERATIVE	1			1												8	4	14
41	USING UNSAFE EQUIP., HANDS INSTEAD OF EQUIP., OR EQUIP., UNSAFELY	2			1					1	28	1	3				3	17	57
42	UNSAFE LOADING, PLACING, MIXING, ETC.		1		2				1		2						6	7	19
43	TAKING UNSAFE POSITION OR POSTURE	4	1		2		1		1	7	8	5	6				36	53	126
44	WORKING ON MOVING OR DANGEROUS EQUIPMENT	2			1				1	2							1	3	10
45	DISTRACTION, TEASING, ABUSING, STARTLING, ETC.										1							4	5
46	FAILURE TO USE SAFE ATTIRE OR PERSONAL PROTECTIVE DEVICES				2		1				5	1	1	14			1	11	37
47	NO UNSAFE ACT	5			6		4	4			2	5	1	2	4		15	26	74
48	UNSAFE ACT NOT ELSEWHERE CLASSIFIED	2												2	1		3	8	16
TOTAL		17	2	0	15	0	9	5	0	3	13	52	8	15	19	0	77	139	374
UNSAFE PERSONAL FACTOR																			
49	IMPROPER ATTITUDE	6	1		6		1	1		1	6	16	3	8	9		44	61	163
50	LACK OF KNOWLEDGE OR SKILL	7	1		3		2	1			3	19	4	3	4		19	44	110
51	BODILY DEFECTS				1								1				4	3	9
52	NO UNSAFE PERSONAL FACTOR				4		6	3		2	3	13		2	5		8	22	70
53	UNSAFE PERSONAL FACTOR NOT ELSEWHERE CLASSIFIED				1						1	4		2	1		2	9	22
TOTAL		17	2	0	15	0	9	5	0	3	13	52	8	15	19	0	77	139	374