

RG 326 US ATOMIC ENERGY  
 COMMISSION P-125  
 Location LANL 29 September 1954  
 Collection J-Div.  
 Folder Castle - JTF?

## MEMORANDUM

From: Safety Superintendent  
 To: Industrial Relations Officer

Subj: Alleged radioactive illness incident aboard USNS PVT. JOE E. MANN,  
11 July 1954

Encl: (1) Copy of handling instructions  
 (2) Copy of statement of Donald Black, Marine Superintendent, SFPE

1. A conference was held 12 August 1954 regarding the above subject. The following participated:

CDR. J. D. Worley, USN, Rad-Safe Officer, Maintenance & Repair Office, MSTSPACAFEA  
 LT. J. E. Morgan, USN, Cargo Ship Operations Branch, MSTSPACAFEA  
 CAPT. J. R. Hudon, USA, Liaison Officer, JTF 7, Naval Supply Center, Oakland  
 W. H. Pillsbury, Dep. Commissioner, Bureau of Employees' Compensation, U. S. Dept. of Labor  
 A. F. Schmitz, Safety Consultant, U. S. Dept. of Labor  
 R. H. Ball, Technical Operations Div., U. S. Atomic Energy Commission  
 A. M. Souza, Safety Inspector, Naval Supply Center, Oakland  
 R. Gray Robbins, Safety Director, San Francisco Port of Embarkation, Fort Mason  
 W. H. Fuller, Director, Safety Division, MSTSPACAFEA

2. A review of previous investigations and discussion on this subject disclosed the following information:

a. Four trailer vans were unloaded as deck cargo from USNS PVT. J. E. MANN bearing the standard radiation hazard signs in addition to enclosure (1).

b. A total of 26 pieces of radioactive cargo were off-loaded during this same in-port discharge. However, the safe handling instructions referred only to four vans.

c. Subject stevedore assisted in slinging the vans for discharge for a period not exceeding forty minutes as reported in enclosure (2).

d. Subject trailer vans were monitored for radioactivity by representatives of the Naval Supply Center, Oakland with the highest reading of 0.4 milliroentgens per hour at the surface. These vans were also monitored by representatives from the Los Alamos Scientific Laboratory prior to transporting them to Los Alamos, New Mexico and were found to be well within safe handling limits and safe for inter-state highway transportation.

e. The supply manifest showed the 26 pieces as radioactive whereas the ocean manifest showed only part of this shipment as radioactive.

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f. Subject stevedore was referred to a physician recommended by the AEC for examination to determine if he was affected by radioactive exposure. (Official information shows negative.)

3. As a result of the information as set forth in paragraph 2 above, it was the findings of the participants that:

a. The safe handling instructions in enclosure (1) are not sufficiently clear to be correctly interpreted by all persons required to handle radioactive cargo.

b. The safe handling instructions referred only to four trailers whereas there was a total of 26 pieces of radioactive cargo, reference enclosure (1).

c. The supply manifest showed all 26 pieces of cargo as being radioactive, whereas the ocean manifest showed only part of this as being radioactive.

4. The following recommendations are submitted:

a. The safe handling instructions from the forward area shipper should include the following:

SAFE FOR HANDLING. DO NOT UNNECESSARILY REMAIN CLOSER THAN  $\frac{10}{\text{(Example)}}$   
FEET MORE THAN  $\frac{4}{\text{(Example)}}$  HOURS IN ANY  $\frac{24}{\text{(Example)}}$  HOUR PERIOD.

The distance and time determined by AEC when clearing contaminated cargo for shipment. Also, the same information be conspicuously posted on radioactive cargo prior to being shipped.

b. That all radioactive cargo be indicated on the ocean manifest as being such.

c. Safe handling and stowage instructions be given to Masters prior to loading so that proper instructions can be given shipboard personnel in safe handling procedures.

5. It is recommended that COMSIS forward these recommendations to the AEC for appropriate action, if concurred in.

  
WARREN H. FULLER