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PLAINTIFF'S EXHIBIT AT-91

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C...rtificate of True Copy

I CERTIFY that the annexed is a true and correct copy of the

...egistration of U.S. Maritime Commission - U.S. Navy

...onference held at Tulane University Medical School

...ptember 8, 1943, as it appear on file

...ne ...ritime Administration, U.S. Department of Transportation

IN WITNESS WHEREOF, I have hereunto set my hand, and caused the seal of the Maritime Administration to be affixed, on the day and year below written.

Joel C. Richard

Secretary
Maritime Administration JOEL C. RICHARD

Washington, D.C. July 15 '98

178-52-1048

#61139

U. S. MARITIME COMMISSION - U. S. NAVY CONFERENCE
HELD AT TULANE UNIVERSITY MEDICAL SCHOOL
NEW ORLEANS, LOUISIANA

SEPTEMBER 8, 1943

H. G. [illegible]
Capt. (MC), U.S.N.R.

REGISTRATION

Adams, Charles C., M.D.	McCloskey & Company, Tampa, Florida
Alexander, Hugh E., M.D.	Pennsylvania Shipyards, Inc., Beaumont, Texas
Altman, Bruno, Jr.	Jones & Laughlin Steel Corp., New Orleans, La.
Beck, Lester F.	Navy Ins. Division, Washington, D. C.
Bell, R. D.	Insurance Department, Alabama Drydocks and Shipbuilding Company, Mobile, Alabama
Bishop, H. V.	American Mutual Liability Ins. Co., Mobile, Ala.
Braley, Charles B.	American General Ins. Co., Houston, Texas
Caldwell, Guy A., M.D.	Ochsner Clinic, New Orleans, Louisiana
Clark, William B., M.D.	American Bank Building, New Orleans, Louisiana
Connelly, Thomas P. Lt. Comdr. (MC) U.S.N.	Philadelphia Navy Yard, Philadelphia, Pa.
Cooper, Raymond E.	Fidelity & Casualty Ins. Co., New Orleans, La.
Croft, Theodore S., M.D.	St. Johns River Shipbuilding Co., Jacksonville, Florida.
DeLoache, C. E.	Liberty Mutual Ins. Company, New Orleans, La.
Drennan, Douglas J.	C. A. Sporl & Co., Inc., Delta Shipbuilding Co. New Orleans, Louisiana
Drinker, Philip, Sc. D.	U. S. Maritime Commission, Washington, D. C.
Ege, John F., Jr. Lt. (j. g.) H-V (S) USNR	U. S. Maritime Commission, New Orleans, La.
Everts, C. G.	Ingalls Shipbuilding Corp., Pascagoula, Miss.
Feagin, H. C., M.D.	Houston Shipbuilding Corp., Houston, Texas
Ferry, Louis J.	Eagle, Globe & Royal Indemnity Co., New Orleans, Louisiana
Fisher, Frank L.	Alabama Drydock and Shipbuilding Co., Mobile, Ala.
Forrest, E. J.	American Mutual Liability Ins. Co., New Orleans, Louisiana
Greenberg, Max M., M.D.	Higgins Industries, Inc., New Orleans, La.
Harris, C. A.	Travelers Insurance Company, Hartford, Conn.
Haw, Stuart M.	Aetna Casualty and Surety Co., Atlanta, Ga.
Judd, John S.	Travelers Ins. Co., New Orleans, Louisiana
Kinloch, Henry S., M.D.	Maryland Casualty Co., Baltimore, Md.
Lewis, H. G., Jr.	Maryland Casualty Company, New Orleans, La.
Lincoln, R. B.	U. S. Naval Drydocks, Morgan City, Louisiana

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...ll, Charles M.	U. S. Maritime Commission, New Orleans, La.
...ller, Leslie V.	U. S. Maritime Commission, New Orleans, La
Moore, Ben H.	Houston Shipbuilding Corp, Houston, Texas
Morrill, J. T.	Canulette Shipbuilding Co., Slidell, Louisiana
Norment, R. L., M.D.	Delta Shipbuilding Co., Inc., New Orleans, La.
Ogden, B. K.	Division of Ins., U. S. Maritime Commission, Washington, D. C.
O'Neil, L. J., M.D.	Avondale Marine Ways, Inc. Westwego, Louisiana
Ortner, Alvin B., M.D.	Jeffersonville Boat & Machine Co., Jeffersonvill. Indiana
Oswalt, G. G., M.D.	Gulf Shipbuilding Corporation, Mobile, Alabama
Paganini, Otto	Texas State Health Department, Houston, Texas
Perry, John E., M.D.	Brown Shipbuilding Co, Houston, Texas
Place, Edwin H., M.D.	Alabama State Health Department, Birmingham, Ala
Plonk, Z. O.	Liberty Mutual Ins. Co., Atlanta, Georgia
Rein, W. J., M.D.	Delta Shipbuilding Co., Inc., New Orleans, La.
Reinhart, W. H.	Louisiana State Health Department, New Orleans, Louisiana
Robson, ...ank Y., M.D.	Tampa Shipbuilding Company, Tampa, Florida
Ryan, Robert V.	Fidelity & Casualty Company, New Orleans, La.
Sanford, L. R.	U. S. Maritime Commission, New Orleans, La.
Scott, Joseph T., M.D.	Delta Shipbuilding Co., Inc., New Orleans, La.
Seal, Roy C.	Chicago Bridge and Iron Co., Morgan City, La.
Shackelford, C. W., M.D.	J. A. Jones Constr. Co., Wainwright Yd., P.C., Florida.
Slappey, W. H.	St. Johns River Shipbuilding Co., Jacksonville, Florida
Smith, Earle	Gulf Shipbuilding Co., Chickasaw, Alabama
Smith, Morris	Zurich General Acc. & Liability Ins, Company, Beaumont, Texas
Spangler, Ray M.	American Mutual Liab. Ins. Co., Atlanta, Ga.
Spencer, L. C., M.D.	Ingalls Shipbuilding Corp., Pascagoula, Miss.
Treleaven, H. H.	Pendleton Shipyards, Inc, New Orleans, La.
Willems, Daniel J., M.D.	Lumbermens Mutual Casualty Co., Chicago, Ill.
Williams, C. L., M.D.	U. S. Public Health Service, New Orleans, La.
Wilson, Ralph, M.D.	Missouri Valley Bridge & Iron Co., Evansville, Indiana
Wilson, William L.	Louisiana State Health Department, New Orleans, Louisiana
Yates, M. T. Lt. Comdr. (MC) U.S.N.	Charleston Navy Yard, Charleston, South Carolina

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PROCEEDINGS OF THE
CONFERENCE OF GULF COAST SHIPYARD PHYSICIANS
NEW ORLEANS, LOUISIANA
SEPTEMBER 8, 1943

The conference was called to order at 9:00 AM by Dr. Philip Drinker, Chief Health Consultant, U. S. Maritime Commission, who explained that the meeting had been called by the Maritime Commission and Navy in connection with health problems in the contract shipyards of the Gulf Coast.

Mr. L. R. Sanford, Regional Director of Construction, Gulf Coast, United States Maritime Commission welcomed those present. He discussed briefly the procedure for obtaining funds when needed to bring Maritime Commission shipyards up to health specifications of the "Minimum Requirements for Safety and Industrial Health in Contract Shipyards" and expressed his desire to expedite this accomplishment, so that the shipyard physicians could treat as many patients in their dispensaries as possible in order to save working time and expense.

Dr. L. C. Spencer, Medical Director, Ingalls Shipbuilding Corporation, Pascagoula, Mississippi, discussed "Shipyard Contusions." He stated, soap and water cleansing with flowing water is the foundation of all wound treatment. Foreign materials in the wound should be scrupulously eliminated, followed by haemostasis and suturing if needed. Dry dressings or, if sticking of the dressings is anticipated, use of a very thin film of a bland ointment was advised. A sulfonamide drug may be applied to the wound surfaces, provided lumps or cakes of powder are avoided. "Redressings before the expiration of four

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to six days should be avoided unless definite reason, such as infection, wet or soiled or a loose dressing, arises. If the initial wound care is properly done, infections will be rare, and unnecessary redressings serve only to add the risk of wound contamination."

Dr. Spencer emphasized that "shipyard surgeons should concentrate on better care of minor accidents."

Dr. Guy A. Caldwell, Orthopedic Surgeon, Ochsner Clinic, New Orleans, Louisiana, discussed "Ambulatory Treatment of Orthopedic Patients." He cited Sir Robert Jones' principles for the care and treatment of strains and sprains. A sprain was defined as the rupture, or partial separation from its bony attachments, of inelastic and unyielding ligaments upon application of force. The severity depends upon the extent of the rupture or separation:

The stages of treatment of sprains of ankle, knee or back were listed as:

1. Relaxation of the torn ligament.
2. Obstruction of effusion by pressure, (strapping) rest and elevation.
3. Delay manipulation for a few days.
4. Protect torn structure from strain of body weight to permit healing.
5. Encourage early function with the above reservations.

Dr. R. L. Norment, Ophthalmologist, Delta Shipbuilding Company, Inc., New Orleans, Louisiana, discussed "Eye Injuries

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and Eye Infections Among Shipyard Workers." A complete copy is attached. (Appendix I)

Dr. Drinker led the discussion which followed by remarking that eye "flash" should be eliminated. He described experiments done at the Howe Laboratory of Ophthalmology of the Massachusetts Eye and Ear Infirmary to determine threshold time and distance in the causation of "eye flash". It has been know since 1915 that effects of flash varied directly with time and inversely with the distance. That is, an exposure of 4 minutes is twice as bad as one of 2 minutes, but an exposure at a distance of 2 feet , four times as bad as one at 4 feet.

Using a shipyard welding set and practical current densities and voltages it was found that dosage could be measured by means of a simple light meter and an ordinary watch. A table was given, showing safe exposures, and the results translated into terms of safe distances and safe times. Ordinary clear glass will give ample protection against ultraviolet light from the arcs. Thus the standard safety goggles, equipped with side guards, could well be substituted for the present colored "flash goggles". The results of this study will be published in the near future.

The question of epidemic kerato-conjunctivitis was brought up. It was believed that the disease is disappearing and probably will not give us any real trouble in the future. Dr. Drinker pointed out that it was unfortunate that this condition was labeled as "shipyard eye", as the condition

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is not peculiar to the shipbuilding industry.

Dr. Connelly reported results of study with Infra-red light in treatment of flashes. Patients were relieved of severe pain and photophobia resulting from actinic ray "flashes" in about 5 minutes. Five to 10 percent of the patients treated with holocaine and adrenalin ointment returned for additional dispensary treatments. After infra-red treatments the men returned to work without additional therapy. On experimental work Dr. Drinker stated that they had been unable to demonstrate any therapeutic value of infra-red treatment.

The new sound-strip film "Eyes for Victory", on shipyard eye hazards, was shown. This film was produced by the National Safety Council with the cooperation of the Maritime Commission and Navy. It may be obtained from the National Safety Council, 20 North Wacker Drive, Chicago, Illinois, for $5.00, or borrowed from the Regional Safety Consultant, Gulf Coast Region, U. S. Maritime Commission, New Orleans, Louisiana. This film is a valuable adjunct to a training program.

Medical Director C. L. Williams, Director U. S. Public Health Service District #4, New Orleans, Louisiana discussed "Public Health in Relation to Shipyard Medical Problems." Dr. Williams discussed the industrial health relationships of the shipyard and their employees. He emphasized that the environmental sanitation and public health practices of the workers were of utmost importance in his working efficiency and, as such, must be accepted as a responsibility of shipyard manage-

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ment. The services of existing public health facilities were offered for use wherever necessary.

Mr. B. K. Ogden, Director Division of Insurance, U. S. Maritime Commission, Washington, D. C. and Mr. Lester F. Beck, Director Division of Insurance, U. S. Navy, Washington, D. C., discussed "Medical Department - Compensation Carrier Relationships." These programs are of paramount importance in all shipyard medical programs. As the War Project Insurance Rating plans of the Navy and of the Maritime Commission are almost identical, only one talk is attached herewith. (Appendix II)

Lt. Commander Thomas P. Connelly (MC) U.S.N., Philadelphia Navy Yard, Philadelphia, Pennsylvania, discussed "Pulmonary Effects of Welding Fumes." He showed films of welders' chests taken in a photofluorographic X-ray survey of shipyard workers. A few of these films showed some X-ray evidence of fibrosis, but he was not prepared to state that this was true fibrosis resulting from welding fumes. Films were shown to demonstrate the delayed X-ray evidence of fibrosis in silicosis. Similar fibrotic changes have not been demonstrated by X-ray or autopsy to occur in welders exposed to iron oxide fumes, but the possibility of such late damage must be borne in mind.

Dr. Drinker showed several slides of welders' chests and commented on a case which showed roentgenographic evidence of fibrosis, but which upon autopsy histopathological study revealed no fibrosis, however, deposits of iron oxide were found. He described so-called "welders' bronchitis", about which we are now hearing considerable discussion. These cases cause apprehension among men and their families as hemoptysis is often present. X-rays

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are essentially negative and there is usually no fever, but cough is often bothersome at night. Complete cure occurs after removal from exposure to heavy fumes.

It is urged that a careful examination be made of the nose in these cases of hemoptysis as sometimes a small bleeding point will be found on the septum and that such bleeding would account for the welders' apparent hemoptysis.

The prevention of "welder's bronchitis" is adequate ventilation. There is no evidence to indicate that welders have a higher frequency of pneumonia or other respiratory infections than do any other crafts in shipyards.

In a general discussion of metal fume fever resulting from breathing zinc oxide from welding galvanized iron, it was brought out that the familiar chills and fever occur within a few hours after exposure, and recovery is usually complete within 24 hours.

Immediately following, the Navy-Maritime sound-strip film "Welders--To your Health!", was presented. The film depicts the health hazards of welding and proper control methods and practices. The film was made and paid for by the Government, and is available without cost to all Maritime and Navy contract yards that are constructing welded ships and have a training program. It may be obtained by writing to the Health Consultants, Gulf Coast Regional Construction Office, U. S. Maritime Commission, 348 Baronne Street, New Orleans 12, Louisiana.

Lt. Commander M. T. Yates, (MC) U.S.N., Charleston Navy Yard, Charleston, South Carolina, discussed "Construction Ventilation of Ships." The major ventilation problems of this yard as in the other yards of the Gulf Area, are excessive heat and welding fumes. The ventilation program is the result of a joint effort by the Safety Officer,

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Industrial Medical Officer, and the Quartorman Sheet Metal Worker who is in chargo of the ventilation department of 86 men. To illustrate their success over the control of excessive heat one example was given in which the temperature in one compartment was decreased on a July day from 135°F to 90°F in four hours after the installation of ventilation equipment.

In the control of welding fumes the yard has also had spectacular success. A very large percentage of the welding is on galvanized iron. In the 9 month period August, 1942 - April, 1943, there was a total of five cases of metal fume fever. This article was distributed to the Gulf Coast Shipyards about a month ago, and will be published in a future issue of the Navy Medical Bulletin.

(Signed) Charles M. McGill
Surgeon, U. S. P. H. S.
Assist. Chief Health Consultant

Approved: Philip Drinker
Chief Health Consultant

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