

SCP Tribune[©]

Blue VS Yellow



No, this isn't UCLA vs. Notre Dame. We're talking blowers here. Usually, bigger is better. But not always. And certainly not in the case of temporary ventilation blowers. Here's why: The blue blower above moves

about 1600 cubic feet (about 11,000 gallons) of air per minute and the yellow blower about $\frac{3}{4}$ as much. However, that's not our concern here. We know we have to ventilate paint smoke and metal fume from hot work in confined spaces. OSHA says that it's illegal to weld in, say, a ballast tank without ventilation.

Our usual industry strategy is just to blow air into the space. This can be a bad deal. Why? Because the smoke is blown all around before it leaves the tank and so workers can't avoid breathing some of it. Wouldn't it be better to capture the smoke instantly so none is breathed? Of course. Capture with the larger blue blower can be done only with rigid suction duct. Unfortunately that won't work because you need the manway accessible, not clogged with duct. So, you're out of luck unless....

Unless you can hang the blower **INSIDE** the tank to capture the smoke at its source and blow it out through Visqueen[™] duct. Simply because of its smaller size, the Yellow Blower that can fit inside the tank, (which the Blue Blower can't) should get your vote for clean air. It's actually a win-win because workers can still use the manway, but they will breathe far fewer toxics.

TRAINING

Shipyard Competent Person



Seattle
 3-Day Initials
Jan 22-24
Feb 19-21
 1-Day Updates
Jan 9
Feb 5

OSHA 10 Maritime

This 10-hour training on 29 CFR 1915 provides methods on recognition, avoidance, abatement, and prevention of safety and health hazards in workplaces specific to the maritime industry.

January 13-14, 2014

Community Treasures

Dozens of local maritime figures, such as Argosy Cruise's Don & Ken Wicklund and Crowley's repair superintendent Larry Miles, got to test their sea legs on Commodore John Kelly's Sea Scout ketch *Yankee Clipper*.

From 1946 to 1950, after surviving WWII and Okinawa, Kelly, while also deep in his UW studies, managed to convert a wartime Navy motor launch into the gaff-rigged ketch *Yankee Clipper*. This classic vessel became a maritime school for hundreds of Sea Scouts.



For years, Doug Dixon and Pacific Fishermen Shipyard have generously donated berth and repair support for this community treasure.

It's clear another community treasure is John Kelly himself. After decades as Marco's naval architect, John is ever busy in retirement, running the Yankee Clipper Foundation and preserving Seattle's maritime history. Seattle's maritime community is deeply in debt to John Kelly.

Avoiding Eye Injuries

No one likes getting things in their eyes. Our eyes tend to complain bitterly when we do, and in our industry there are a lot of opportunities for this to happen. The Bureau of Labor Statistics says more than 2,000 eyes are injured each day, some 70% from falling or flying objects or sparks. Everyone knows you should wear safety glasses on the job. However when it comes to keeping dust and grit out of your eyes, safety glasses alone are not always enough. Surprisingly, the BLS reports that approximately three of five workers hurt were either not wearing eye protection or wore the wrong kind. In fact, proper protection will prevent over 90% of eye injuries. With that in mind let's talk about the two most common situations that fall into this category.



First, many eye injuries come from grinding without proper protection. The obvious hazard is the large volume of dust and grit flying at high speed within a few feet of your face. Therefore it's best to wear either goggles that seal around your eyes, or safety glasses in combination with a face shield. The best option is goggles AND a face shield. (It is important to note that a face shield must never be used alone in lieu of safety glasses or goggles.) Part of the problem is the design of the shields, which causes grit and dust to collect on a lip and get dumped into the eyes as the shield is removed or the wearer looks up. Solutions range from fancy rim protectors to good old reliable duct tape. Proper training is the key. Effectively trained people, for instance, will always bend at the waist when removing face shields.

Another cause of eye injuries is work done in space overheads. Gravity is the culprit, allowing dust and grit to easily fall behind safety glasses and into your eyes. As it turns out, the best eye protection for work in the overhead is the same as when using a grinder. Taking the time to preplan a job and think about the hazards will make sure you choose proper eye protection.

USCG Field Inspector Safety Training

This past month Amy Sly was invited to give a presentation on her expertise in "Confined Space Entry" at the USCG Safety Training day. This training session was conducted for USCG Inspectors in the NW region as a refresher on safety in the field. The presentation was a great opportunity to strengthen the ongoing communication between the USCG Inspectors, the Marine Chemist and the Shipyard Competent Person (SCP).



Sound Testing & the USCG Inspectors would like to remind the Competent Person of a few tips for any project:

1. The Marine Chemist certificate should be reviewed to be sure the correct designation for the space is noted.
2. SCP space inspections are logged with individual meter readings. Avoid using arrows or hash marks for meter readings. Record each tank reading, even if the values do not change.
3. Always call the Marine Chemist if there are questions! Sometimes the person present with the Marine Chemist is not the person present during the survey and questions arise. You are welcome and encouraged to call the Marine Chemist on their cell phone to bridge the gap in communication.

We're all working on this together to get the jobs done right and on time!

Ask a Chemist

Question:

While working on the drydock I noticed a small flame on some freshly-painted sideshell plate of a drydocked vessel. The flame quickly went out. What measures should I take, as a Competent Person, to prevent this from happening in the future?



Answer:

In this case, welding or cutting repairs inside the hull ignited the solvent in the freshly-sprayed paint. Although fire watches attend hot work in many spaces, they are not, on the odd chance hot work may cause a fire, deployed every time a hull is spray painted. According to OSHA one should check coatings around hot work sites: 1915.53(b). Also, more basically, OSHA Subpart P states that repairs be managed according to a Fire Safety Plan: 1915.502.



The Fire Safety Plan gives each Employer the chance to organize the work of various crafts so they don't conflict with one another. That way hot work will never ignite fresh paint.

Special Thanks

Thanks to Icicle Seafoods' M/V Northern Victor for generous donation of perishable foods! Thanks also to Crowley Marine's Dennis Grennan for timely help in transport of the stores to International District's Food Bank @ St. Mary's. Please remember: If you know of stores that would otherwise be dumpster-bound, please call Sound Testing and we'll make sure they're immediately picked up and taken to local shelters or foodbanks.

SCA Petition

Shipbuilders Council of America has launched a public affairs campaign titled "Save Our Ships" or "SOS". The campaign is designed to amplify SCA's existing lobbying efforts focused on the destructive effects sequestration and budget uncertainty will have on the shipbuilding and ship repair industries.

If interested please add your voice to the fight by participating and encouraging family and friends to sign the online petition to show support for stopping sequestration cuts and budget uncertainty on the maritime sector.

Please visit <https://www.votervoice.net/SCA/Petitions/285/Respond> and sign the SOS Save Our Ships.



SCP Quiz

Congrats to **John Louderback** from **Seattle Fire Department** for winning last month's quiz and a \$25 gift card!

Last Month's Answers:

- Potential hazards for each of the following confined spaces:
 - Ballast Tanks – Low oxygen levels due to rusting or displacement by paint vapors or other gases.
 - Sewage Tanks – Toxic hydrogen sulfide levels, flammable gases and low oxygen levels.
 - Fuel Tanks – Flammable and toxic atmospheres. Low oxygen levels.

This Month's Questions:

To make sure there will not be hot work conducted near spray painting operations, shipyards should have what in place?

Submit your answers to newsletter@soundtestinginc.com All correct answers will be entered into a random drawing and one person will win a \$25 gift card! One entry per person, please.