

SCP Tribune[©]

Say What?!

Many years ago a Shipyard Competent Person supervised the second-shift fire protection in a vessel's general cargo hold. 6 (Count 'em! Six!) workers with carbon-arc gougers were removing D-rings from the hold's deck. (In noise terms a general cargo hold is just a big tin can.) At least they knew scarfing was coming and the workers had the opportunity to protect themselves.

But much extreme noise is unpredictable. At one time or another we all have hung off a ladder with fingers in both ears as someone starts to hammer on the deck above.

A recent study showed native hunters in Greenland, one of the quietest places in the world, still suffer serious hearing loss from gunshot noise. It's the sudden impacts that do the damage.

The practicality of hearing conservation is this: Everyone working around metal fabrication should have hearing protection in or on their hard hats. If not, it'll be deep in pockets or in the car's ashtray or on the nightstand at



home or anywhere but where it's needed. The plugs won't be available for those sudden-impact needs of us working around hammers and steel.

Some are reminded to protect themselves because the loud noise hurts. But others may not feel pain and may need a supervised hearing protection program to prevent damage from industrial noise.

Back to our story: Home by midnight, the SCP recalls waking at 5AM with his ears still ringing. Ringing in the ears is a sign of damage. Your ears may recover completely, or they may not.

Best to avoid that damage with handy protection. We Ship Repairers hope we won't need hearing aids when our grandchildren whisper their secrets. (Power Tool Noise Ratings from NIOSH Website: <http://www.cdc.gov/niosh-sound-vibration/>)

TRAINING

Shipyard Competent Person

3-Day Initial

Nov 4-6

Nov 18-20 (Shoreline)

Dec 2-5

Dec 9-11 (Shoreline)



1-Day Updates

Nov 5

Nov 18

Dec 3

Dec 16

OSHA 10 Maritime & General Industry

10-hour training on 29 CFR 1915 or 1910 provides methods on recognition, avoidance, abatement, and prevention of safety and health hazards in workplaces specific to the maritime or general industries.

A Loss to the Industry



<http://www.juldians.org>

Tragic enough were the deaths of 33 seafarers as Hurricane Joaquin's wind and waves scuttled the S/S El Faro October 1 in the Caribbean. But local seafarers, and us veterans of Todd Ship Yard's repair crews, grieve also the loss of a unique and historic vessel.

Experienced Todd hands remember the El Faro by its old Totem Ocean Trailer Express name: The S/S Northern Lights. Skilled ship repair

workers and regular drydockings kept the S/S Northern Lights doing 28 knots on the Tacoma to Anchorage run three times each week!

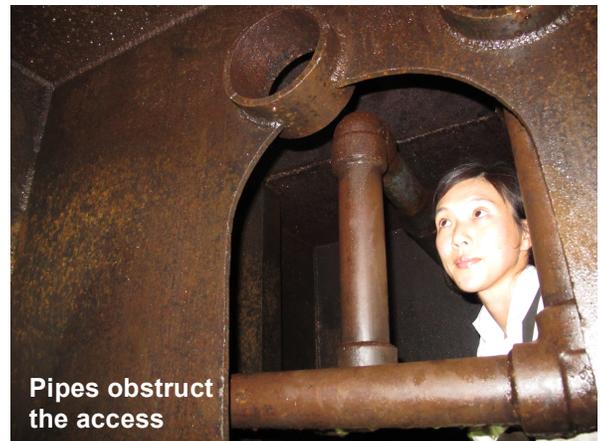
Also saddened are the boiler repair companies like Walashek. We have lost another steam-driven vessel. (Aside from some Matson container ships, Foss' Derrick 300, the Marad ships and the S/S Ocean Phoenix, steam-powered craft are just memories.)

A Struggle for Certainty

A fish processor, drydocked for waterblast and paint, shows a lot of bottom-seam wastage. Those old welds must be repaired by "vee & weld." Hot Work. And some of the welds are below fuel tanks.

So, the cleaners pressure-wash the double-bottoms and invite the Chemist to inspect for the "Safe for Hot Work" certificate.

The Chemist's meter test results turn out fine. But, besides exotic meter tests, Chemists also need that all-important real-time, visual evidence that a tank is truly



Pipes obstruct the access

clean. With overalls and Tyveks® and a bright flashlight the Chemist must crawl the frame spaces of each double-bottom tank.



Note the fuel and sludge

But one fuel tank is a problem because, perversely, pipes block access through the frame, leaving an opening only 10" wide and 14" high. Already on his hands and knees, the Chemist knows right away his trip through that tank is over.

So how can the Chemist certify the tank's safety knowing (Continued on the next page)

Ask a Chemist

Question: We have got to weld some supports for antenna cables on the top of the pump house mounted on the aft deck of our tank barge. The cargo tanks are all kept closed. Do we need a Marine Chemist's certificate to do this work?



Answer: OSHA says as long as the space you're welding on has not been oily, and the work you're doing is not very close to an oily adjacent space, you're OK as a Competent Person. But the pump house probably has been oily, and so it seems you'll need a Chemist's Certificate. Also, the Coast Guard says you need a Chemist for hot work adjacent to a cargo tank, and the pump room is directly above the cargo block, or at the least touches it at the forward bulkhead. The Coast Guard also says "NFPA 306 will be used as guidance." And that means according to the Coast Guard **and** the NFPA, you should call the Chemist for hot work on the top of a tank barge's pump house.

A Struggle, Cont.



fuel and sludge may be hiding in the back third of the tank, waiting to catch fire from the white-hot bottom seam repairs. What can be done?

Simple: call in the most flexible (and smallest!) Marine Chemist in the country: Ms. Amy Liu. The images above show Amy doing the inspection only she could do. Note also the fuel and scale she found. The tank was NOT SAFE for hot work.

Congrats to **John Anderson** of **QED**: Winner of October's quiz. He has donated his \$25 gift card to the Food Bank at St. Mary's!



Bunker Fuel

October's Question:

Q: Many licensed crewmembers have been to the Fire-Fighting school in North Bend. Their fire-fighting gear, often made of heavy canvas, has the same name as that black, residual fuel engineers use to fire boilers and slow speed diesels. What is that term?

A: "Bunkers" is the term used both for heavy fuel taken on to fire a vessel's engines and also for fire-fighting gear. This image shows that this ferry's engineering crew is ready to do business with a fire because their "boots are in their bunker."



Bunkers

November's Question: What situation makes a fuel tank so dangerous it must be posted "Not Safe for Workers", even though it is completely closed up and its vent sealed?

Submit your answers to newsletter@soundtestinginc.com before November 25, 2015. All correct answers will be entered into a random drawing and one person will win a \$25 gift card! One entry per person, please.