



# SCP Tribune<sup>®</sup>

## Not Just Boots and Gloves

Personal protection is our last line of defense when, quite often, work processes cannot have all hazards engineered away. Paint solvent, grinding particles and smoke from hot work will always get loose in the workplace. So, employers demand safety glasses and steel toes and nitrile gloves.

And now major shipyards are focusing on the personal protection against sudden loud noise.

Some months back the *SCP Tribune* noted the strange fact that hearing loss was common among indigenous peoples in Greenland, one of the quietest places in the universe. The reason? Sudden rifle explosions.



Handy Hearing Protection.  
Feel free to ignore that 1985 stamp on the hardhat

Humans have not evolved protection from loud noise, especially the unexpected sort.

A major shipyard has now decreed that along with safety glasses, hard hats and substantial work boots, every worker WILL have hearing protection in production areas.

Hearing protection can be a bit complicated. Muffs? Plugs? Both?

But having earplugs or earmuffs with you may not be enough. Effective gear must be not just carried, but also immediately available. Quickly. Pockets are unreliable, toolbags too cluttered. Purses? Forget it.

## TRAINING

### Shipyard Competent Person



#### Full 3-Day Courses

- Nov 1-3 @ SSC\*
- Dec 6-8 @ SSC\*
- Dec 12-14 @ Anchorage
- Jan 3-5 @ SSC\*
- \*South Seattle College  
Georgetown Campus

#### 1-Day Update Courses

- Nov 2 @ SSC\*
- Nov 8 @ MITAGS
- Dec 7 @ SSC\*
- Dec 13 @ MITAGS
- Dec 13 @ Anchorage
- Jan 4 @ SSC\*
- Jan 10 @ MITAGS



#### DIRECTIONS:

**MITAGS** is at Fishermen's Terminal  
**SSC**: Georgetown Campus very close to I-5,  
Michigan St Exit, straight to Corson Ave S

#### OSHA 10 Maritime

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

Any Questions? Call 206-932-0206

## Not Just Boots and Gloves, Cont.

A good working rule is this: If your ear protection is not kept (muff-style) on the hard hat exterior, or within (plug-style) your hard hat suspension, it's probably not accessible quickly enough.

As we age we can expect some hearing loss. But a retiring ship repair worker who can't hear the grandkids... that will be particularly sad.

---

## M/V Norton Sound: Still Afloat



Familiar to local shipyards and craftspeople and, of course, to our fishing community, for many years M/V Norton Sound was regularly under repair at area shipyards and at Fisherman's Terminal. The Norton Sound caught fire in San Diego at the end of September.

Authorities continue their hunt for the owner, as the vessel was convenience-berthed when the fire broke out. (A month later the San Diego

**The Norton Sound Afire in San Diego**

Fire Department still does not know how the fire started.)

When the vessel began to list the firemen stopped playing water on the fire. Better to simply let it burn. More water and the Norton Sound might turn-turtle like the old M/V *Al-Ind-Esk-A-Sea*.

(35 years ago --10/20/1982-- repairs near insulating foam set the 340-foot "Big Al" afire in the Port of Everett. Water streams to the main deck had no effect on the fireballs rising from below. Until she sank. Today she lies on her STB'D side 230 feet below the surface of Gardner Bay.)

And that explains why our Seattle Fire Department equips their hazmat vans with Mag Drills. Why? So when a vessel interior is afire Seattle Firemen can drill a 1-1/4-inch hole through the steel plate. Next, truckloads of liquid carbon dioxide pumped into the hull put the fire out without sinking the craft. And that's how the Seattle Fire Department kept the M/V Golden Alaska, M/V Ocean Pride, the S/S Manulani, the old Omnisea, and the Yardarm Knot afloat after disastrous fires.

## 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 below 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. That's why 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 fits through the manway (which the Blue Blower can't). So, yellow should get your vote for clean air. It's actually a win-win because workers can still use the manway while breathing far fewer toxics.

Congrats to **Dave McGee** of **NRCC**, October's Winner.

**Q:** This image to the right showing a leak in the steam supply to a bilge pump reminds us that the steam that will hurt us most is the steam we can't **SEE**.

(Honorable mentions, too numerous to mention.)



### November's Question:

The danger rises with the temp  
Of fuel-oils, be they black or brown  
But another temperature of note:  
When it goes up the danger's down.

To what Temperature does our poem refer?

Please send your answer to: [newsletter@soundtestinginc.com](mailto:newsletter@soundtestinginc.com) or [admin@soundtestinginc.com](mailto:admin@soundtestinginc.com) before November 25. Each correct answer will be entered into a random drawing and one person will win a **\$50** gift card! One entry per person, please.