

SCP Tribune[©]

Fishing Vessel Fire



Photo courtesy of Kiro7

On November 14, a fishing vessel caught fire while conducting minor hot work to a main deck vent covering.

The Shipyard Competent Person had made his inspections and approved the work that was planned. The fire watch was in place, Siltemp™ hung and water line charged. The plan was to put some gooseneck style coverings onto ducting. However, at the last minute the plan changed.

Instead of goosenecks, the new plan was to install a cowling-style cover, which would require the welding to be done to the bulkhead. The welders could see both sides of the vertical welds and there were no interferences. Unfortunately, the horizontal weld was misjudged. The adjacent space that was thought to be a walkway was in fact a void under the wheel house and above the galley. A box of combustibles located in the unknown adjacent space caught fire which then ignited the foam insulation and electrical wiring in the space. Without the quick identification from the crew and efficient fire response from the Seattle Fire Department this incident could have become a major fire. As it was, damages are estimated at \$1.5 million.

The lesson here: the scope of work changed. This should have required the SCP to be called back to re-inspect to identify the new interferences and potential hazards.

SFD Admin Rule Revisions

The Seattle Fire Department has release the newest revisions to Admin Rule 26.01.14, Cutting Welding, and Other Hot Work on Marine Vessels and Admin Rule 26.02.14, Designated Marine Hot Work Facilities and Shipyards. Please review these online and send comments on revision in the next 60 days to Rich Richardson at r.richardson@seattle.gov.

TRAINING

Shipyard Competent Person



Seattle
 3-Day Initial
 Dec. 4-6
 1-Day Update
 Dec. 18
 2014 Schedule to be
 announced soon

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.
 Seattle
 January 9-10, 2014

Department of Ecology & Shipbreaking

Regulators consider that three types of work go on in shipyards: Shipbuilding, Ship Repair, and Ship-Breaking. The most dangerous of the three is Ship-Breaking (destroying ships for scrap value.)

When the Washington Department of Ecology said they wanted to hand out ship-breaking permits to virtually anyone with a pickup truck, chain falls and a cutting torch, your local Marine Chemist had a minor fit.
Why?

Ship-breaking is dangerous precisely because a lot of it is done **outside** shipyards. A derelict vessel is swarmed over by small operators interested only in scrap value. They are not regulated by DOE; they typically lack Longshore & Harborworkers and other insurance; they lack a safety culture and have no craft background; they lack a respiratory protection program; and, perhaps worst of all, they lack Shipyard Competent Persons.



The latest DOE hearing on the matter, held November 14, 2013, in Tacoma, had testimony from some of your industry stalwarts, including Chris Johnson of Stabbert Yacht and Ship and Eric Muller of Ballard Marine Construction plus Don Sly's point of view.

All the industry representatives agreed: Dangerous, heavily-regulated work that requires huge investments of time, equipment, training, implementation and documentation must be done by companies that know their business: That is, by Shipyards. We think we got the message across.

Ask a Chemist

Question:

I do my daily SCP inspections and am usually done with my rounds by 7:30AM. However, yesterday I wasn't able to complete my inspections until 8:30AM after the crews had started their projects for the day. Is the Marine Chemist certificate now "void" because inspection was not done within 24 hours?



Answer:

The NFPA regulations state:

8.4 (3) Spaces where work is being done shall be reinspected daily by the shipyard competent person PRIOR TO ENTRY OR HOT WORK.
8.4.(6) Certificates not maintained according to the requirements in 8.4.(3) SHALL BE VOID.

It appears the Certificate is voided because the SCP came in late. But, wait. Let's think about this a little.

The Competent Person is an OSHA person. And not all regulations are harmonious. So, what does OSHA have to say about this subject?

OSHA says, under the "Maintaining Safe Conditions" (29CFR1915, Subpart B), that the SCP has to check spaces "As Often As Necessary." Because the conditions hadn't changed, the SCP, though a little late, says OSHA, did his job "as often as necessary." What to do when regulations conflict? The SCP depends primarily on the OSHA regulations.

-Don Sly

Container Danger

Perhaps a rogue wave? The foul weather caused the aft stack of containers to break lashings, leaning over into space as you see in the photo above. Apparently there are 21 more containers floating north of the Aleutian Islands in the Bering Sea.



Workers at Seattle's Terminal 18 had to use two floating cranes to salvage each displaced container: One to stabilize the container, and the second to suspend a rigger and a boilermaker with a cutting torch.

Why a cutting torch? Some threaded fittings and moorings were difficult to remove mechanically because the lashings, the turnbuckles, and the mooring castings had been broken or deformed.



And that's a problem. Underneath each salvaged container were other containers, many of which held packing cardboard, plastic and other combustibles. Many containers had also been ripped open by the weight of the leaning stack. What if the white-hot slag from the cutting torch landed in and set fire to these damaged containers? You can see that deploying the fire protection was very important.

Ten years ago, there was a similar incident on the APL China. A damaged container had fractured, covering everything below with hydraulic fluid. This included 2 broken 40-ft containers full of plastic "Bug's Life" kids' toys. Just imagine the possible scene if sparks and slag had rained down upon thousands of oily blue bugs.



It's one thing for the Marine Chemist to detail the fire protection, but what happens when he or she leaves? It's the follow through by the SCP to deploy the lines, to supervise the fire watches, and to attend the job onsite that is vital. Thanks to those efforts (and efforts on the APL ship), everything went off without a hitch.

SCP Quiz

Congrats to **Al Rainsberger** from **Foss Maritime** for winning last month's quiz and a \$25 gift card!

Last Month's Answers:

To help prevent gas leaks from oxygen/fuel cutting equipment, OSHA calls for a test to be conducted. What is the name of this test? What are the steps involved with this test?
*Drop Test 1. Hook torch to oxygen & gas leads. 2. Hook lines to the manifold. 3. Turn gas & oxygen on to the torch at the manifold. 4. Shut gas & oxygen off to the torch at the manifold. 5. Watch gauges at the manifold for any drop in pressure. *If a drop in pressure occurs, retighten fittings, check trigger & valves, & repeat steps.*

This Month's Questions:

Please list potential hazards for each of the following confined spaces: Ballast Tanks, Sewage Tanks, and Fuel Tanks

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.