



# SCP Tribune®

## “Coming Attraction”



M/V Yardarm Knot

To Marine Chemists, OSHA’s Maritime Standard often boils down to 3 words: **Shipyard Competent People.**

Since 1971 OSHA has put ship repair safety in the hands of the SCP. But in fact, well into the 1980’s, Competent People were invisible in shipyards. Training was not easily available. Employer investment in the program had not ramped up, and our

safety culture was much a work in progress.

Then came several disastrous fires: Golden Alaska, Omnisea, All Alaskan, Maunalani, Yardarm Knot, and Ocean Pride came close to \$100,000,000 in ship repair damages. Nationwide? No. Focused right here in Puget Sound. Aside from being expensive, most of these fires involved subcontractors.

Ship Repairers took notice; regulators took notice; the Seattle Fire Department took notice; insurers took notice; and Chemists took notice. Within 3 years, from 1988 to 1991, OSHA-NFPA, Marine and Environmental Testing in Portland and Sound Testing locally trained more than a thousand local Shipyard Competent People. A culture with roots in the ‘70’s grew up in the ‘90’s. Is History repeating itself?

In 2004 OSHA’s “Subpart P” demanded that a “Fire Safety Plan” impose order on each “multi-employer” repair project. But 12 years later, a FSP seems to be a seldom used tool that could solve many safety issues, especially those related to the communication of hazards.

Recently several disastrous fires could have been easily prevented by good Fire Safety Plans. The details and benefits of Fire Safety Plans? Look to next month’s **SCP Tribune**.

## TRAINING

### Shipyard Competent Person

#### Full 3-Day Courses

Feb 1-3 @ SSC\*

Mar 1-3 @ SSC\*

Apr 5-7 @ SSC\*

\*South Seattle College  
Georgetown Campus



#### 1-Day Update Courses

Feb 2 @ SSC\*

Feb 8 @ Fremont Maritime

Feb 15 @ Bremerton

Mar 2 @ SSC\*

Mar 8 @ Fremont Maritime

Apr 6 @ SSC\*

Apr 12 @ SSC\*



#### DIRECTIONS:

**Fremont Maritime** is at Fishermen’s Terminal  
**SSC:** Georgetown Campus very close to I-5,  
Michigan St Exit, to Corson Ave S

### OSHA 10 Maritime

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.

Any Questions? Call 206-932-0206

## Drill Baby, Drill



Testing Void Before a Torch Cut

Not every driller is happy to find oil! But we all agree it's best the Competent Person find such oil in a timely fashion (BEFORE it can catch fire or explode!) and deal with it safely.

OSHA provides for just such a danger when it tells Competent Persons not to allow hot work on "hollow metal structures" until they have tested inside them. (Sometimes that involves drilling a hole.)

If tests of the hollow interior find combustible gas more than 10% of that required for an explosion, (meter's L.E.L. reading above 10%,) the Competent Person must vent the vapors and retest before work can proceed. Relatively straightforward. But, as the image shows, repairs to hollow structures are not always simple. The oily preservative draining from the void, regulations say, demands that a Marine Chemist deal with the situation.

You may protest, "I don't see 'oil' in any of the regulations calling for a Marine Chemist!" You would be correct...as far as you go. But you can't escape the phrase "flammable or combustible liquids" in OSHA's "Hot Work Requiring a Marine Chemist," and "Flammable or Combustible Liquids" = "OIL."

Four or five gallons drained out. Then the Chemist inerted the space with a flow of carbon dioxide. Finally workers could safely grind an opening and clean the space for repairs.

## Out the Window

Inspecting various worksites the Shipyard Competent Person and the Marine Chemist walked the process deck of a trawler. Suddenly John, the SCP, exclaimed "What in hell is that??" The deck below their feet had started to vibrate with a deafening din. Peering down the access to the small "live tank" they saw the ultimate in Ship Repair Stupidity: Below were 2 contract workers using a "growler" to scale the rusted tank bottom. Obvious dangers to themselves and everyone else, soon they (and their growler) were the other side of the guard gate.



Incriminating Evidence

Aside from almost carbon-monoxidizing everyone within 100 feet (including themselves) the duo virtually shouted out the three chronic problems common in the "Multi-Employer Workplace."

(Continued)

## Window, Cont.

First, Communication was out the window. Nobody knew the vessel owner had hired these guys from a local industrial outfit to scale his tank. It was a secret.

Second, even had the shipyard known, the lines of shipyard vs. vessel owner vs subcontractor authority were very fuzzy; Who was really the workers' boss? Who had the safety responsibility??

Third, these were not bad people. Perfectly competent to stripe a parking lot or terrazzo a bathroom floor. But their lack of OSHA maritime training made them acute hazards the instant the workers walked up the gangway.

Every shipyard has horror stories about such badly-behaved workers hired for specialty jobs. Wouldn't it be a wonder if there was a ready-made tool that could sort out those problems? Turns out, **there is**. Since 2004 OSHA's Subpart P has demanded that ship repair projects must have "Fire Safety Plans." What's involved? Basically, the FSP sorts out HAZARD COMMUNICATION, LINES OF AUTHORITY, AND TRAINING. To do each topic would need a whole SCP Tribune edition.

## Added Death Notice



Readers may recall January's SCP Tribune detailed the unusual behavior of an oxygen-test cell, which did not "die" in the usual fashion, (its readings fading to zero.) Instead, somehow the cell "died" while treacherously saying that even bad air was "safe."

Often, test cells are made independently and bought by meter manufacturers. So the behavior of the bad oxygen cell was not tied to any particular brand of meter.

Word has come (Derek Edwards of MSA) that newer cells (used by MSA, among others) indicate on the meter display their approaching "death," independently of the test reading. This additional safety feature should help users identify the unreliable good readings from cells that refuse to "die right."

Editor's Note: This February issue emphasizes problems found when several employers send their employees to work on one jobsite. But we Chemists remember that we, too, are subcontractors. We also must follow the "Rules of the Road."

Congrats to **LIAN RINALDI** of **VIGOR** January's Winner:  
(Honorable Mentions too numerous to list.)

**Q:** The paint boss inspects the work of his most promising apprentice spray painter. He's interested in "super-millage"...a coating applied too thickly. He's also interested in any **HOLIDAYS**...places which the apprentice may have missed.

**February's Question:** In the drafting and layout of yacht hull panels any line almost-but-not-perfectly straight is referred to as a \_\_\_\_\_.

Please send us your answer to [newsletter@soundtestinginc.com](mailto:newsletter@soundtestinginc.com) or [admin@soundtestinginc.com](mailto:admin@soundtestinginc.com) before February 25, 2017.

Every correct answer will be entered into a random drawing and one person will win a **\$50** gift card! One entry per person, please.