

SCP Tribune[©]

Hidden Dangers



Unlike this Scarlet King snake that looks like a killer Coral snake, though he's not, there are camouflaged dangers at the shipyard, which truly are dangerous.

The photo below shows pieces of an extremely flammable styrene polymer and molten sulfur that had

leaked from tank barge cargo tanks into adjacent voids then solidified. When covered by rust and scale, they may be hidden. The pieces look like ordinary rust until they catch fire!



Other hidden dangers:

- Oily rags
- False bulkheads with foam
- Hidden battery boxes
- Delaminated layers of paint and primer
- Dusty ventilation duct openings
- Waste cleaning solvents
- Cans of paint and thinner

Like a snake, hidden dangers can strike when you least expect it. Keep an eye out for these and other camouflaged dangers on your worksites.

TRAINING

Shipyard Competent Person

3-Day Initial

February 19-21

March 4-6 Anchorage

March 26-28



1-Day Updates

February 5

February 20

March 12

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.

Please call our office (932-0206) for the next class date.

Liquefied Natural Gas (LNG) Forum

This past month Sound Testing attended the LNG Forum hosted by the USCG Sector Puget Sound. This event offered industry an opportunity to hear from the regulatory and policymaking community on the anticipated national and local regulatory environment for LNG. The USCG is currently developing policy regarding the operations and training of personnel that use LNG as fuel in the U.S. jurisdiction. The policy letter is expected to be available for public comment in early 2014. We'll keep you up to date.

SCP Documentation

As you know, every OSHA program has to be both IMPLEMENTED, and DOCUMENTED. But, documenting the Competent Person’s INSPECTION ACTIVITIES can get complicated. OSHA helps by telling exactly what they want you to write down: **9 Items**.

First, record the **Vessel Name**, plus the **Date**, **Time** and **Berth**. No problem with those 4. Next, (#5) list the **spaces** you have inspected. Then, for #6, OSHA wants to know the “**operation**”, or: “Why did you inspect that jobsite anyhow??” There can be only 3 answers: A: “**Entry**” (if workers are going to enter the space,) or, B: “**Hot Work**” (if workers are going to do hot work in the space,) or, C: “**Entry & Hot Work**.” (if they wish to do both).

Then (for #7) OSHA wants some **meter readings**. Again, easy enough. For #8, you must tell for each space you tested whether it is **SAFE** or **NOT SAFE**. Then, item #9: If a space is safe, you may tell workers how they can **KEEP** it safe. If unsafe, you will tell them how to **MAKE** it SAFE.

The problem is that these last two items get stuffed in one column under one heading: “**Instructions**.” There could be one column for the “Safe/Not Safe” designations and a second for the Competent Person’s “instructions” ...ventilation, firewatch, etc.

So, that fulfills the law. But OSHA lets you design the form of the Competent Person’s log. If anyone has a design for such a form, send it to us by phone, fax or e-mail and we’ll include your work in March’s newsletter.

U.S. DEPARTMENT OF LABOR
Occupational Safety and Health Administration
LOG OF INSPECTIONS AND TESTS BY COMPETENT PERSON

Job No.					Date	Report No.						
Vessel	1	2	3	4	Berth	Name of Space (Last Charge)	Operation	Date	Time	Result of Test (Instrument Used)	Instructions	Initial
						5	6			7	8 & 9	



Maritime Advisory Committee for Occupational Safety and Health

We are happy to announce that Amy Sly has been selected by OSHA to serve on the Federal Government’s **Maritime Advisory Committee for Occupational Safety and Health (MACOSH)**.

MACOSH advises the Secretary of Labor on matters of workers’ safety and health, while focusing on the concerns of the broad maritime community and representing shipbuilding, shipbreaking, ship repair operations, plus the longshoring and marine terminal industries in the United States. The Assistant Secretary may seek the advice of the Committee on activities in the maritime industry related to the priorities set by the Agency, including: worker training, education, and assistance; setting and enforcing of standards; and assurance of safe and healthful working conditions for America’s working men and women. The committee provides a collective expertise not otherwise available to the Secretary in addressing the complex and sensitive issues relating to the maritime industry.

Because she represents your industry, we encourage you to bring any topics of interest or concern to Amy.

Ask a Chemist

Question:

What toxics will I most likely encounter in the shipyard?

Answer:

Boats and ships use large volumes of diesel fuel and No. 6 oil, and these fuels may not always be confined in their respective tanks. Don't assume that a void next to a fuel tank has nothing in it! In addition, the SCP will encounter various paint solvents. Any closed space subject to accumulations of organic material and limited ventilation (such as sewage tanks) may produce hydrogen sulfide (H₂S). Carbon monoxide (CO) may accumulate with inadequate ventilation during hot work or from any engine exhaust.

Other toxins include metals released into the air during heating, welding, and burning. Special consideration and monitoring may be needed for hexavalent chromium released during hot work on stainless steel. Metals and other particulates also become airborne during blasting operations.

More generally, toxic materials may already exist in work areas, like the fuel tank, or they might be introduced during the project. As a SCP, monitor carefully for changes in conditions, ensure adequate ventilation, and help make sure workers are using appropriate PPE.



Ship Stores Can Cause Fires

To certify a space "Safe for Hot Work" you need to verify 4 things: 1) the oxygen level is not higher than normal, 2) the space's combustible gases are less than 10% of the LEL, 3) nearby combustible materials in the way of sparks, slag or heat have been removed and 4) adjacent spaces are also safe.

You need meter test readings for #1, #2 and #4, but #3 demands only a bright flashlight, craft experience, and curiosity. Someone needs to make sure that sparks, slag and heat don't ignite any burnable stuff.

Recently, a fire on the USS ESSEX in San Diego showed the importance of #3: nearby combustible material had not been removed. Apparently workers didn't know that grinding was hot work, or they didn't realize that some nearby "emergency destruction bags" would catch fire, or they forgot just how far those sparks could fly.

In any case, grinding supports for a false floor in a communication space did throw hot sparks some distance to the "emergency destruction bags," which did catch fire. Workers put the blaze out quickly, but couldn't avoid smoke damage. Even an incipient fire in a communications center raises big red flags because wire insulation is highly combustible and computers and displays are damaged by smoke.

SCP Quiz

Congrats to **Rocky Becker** from **Federal Marine Defense Services** for winning last month's quiz and a \$25 gift card!

Last Month's Question:

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

Answer: A Fire Safety Plan

This Month's Question:

When you force a meter to react properly to a known level of combustible gas in a cylinder, you are doing a _____.

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.

Congratulations to Katie Greiff and family who welcomed their new baby on January 31st.