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Don't Forget to Look Up

It's human nature. We automatically shine our bright flashlights at the deep spots of oil tanks and between the bottom longs in deck cargo barges. But recent fires should have us looking at the overhead, too.



Now we gaze upwards to make sure electrical insulation in wireways doesn't catch us by surprise. (*SCP Tribune*, July, 2013).

Thick paint can also get us in trouble. Check out these photographs of the overhead in a void: In the top photo, you can see the pattern where production welding charred the



paint. No problem, you might say. Discolored paint isn't something we worry about. But note the second image. The geometry isn't so sharp there, as the orange-peel-thick coating actually caught fire and fell away. Gobs of flaming paint dropping on laundry stowage may worry the Competent Person more than mere discoloration. At the very least we may run some more water lines to worksites, and use some more wet fiberglass blankets to shield burnable stuff in spaces that have been heavily painted.

TRAINING

Shipyard Competent Person

3-Day Initial

March 26-28

April 23-25

1-Day Updates

March 12

March 27

April 9



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.

New OSHA Directive

OSHA published an Updates References and Directives including new documents and the current versions of documents previously available. This Directive is a great resource for easily finding links to numerous OSHA publications including OSHA Quick Cards, Fact Sheets and Frequently Asked Questions. The Directive answers questions about Control of hazardous energy (lockout/tags-plus), General Working Conditions in Shipyard Employment. If you want more information, Sound Testing can email you copy.

SCP Documentation, Part 2

Last month your *SCP Tribune* detailed the 9 items that OSHA wants the Shipyard Competent Person to put on her report form to help ship repair workers be safe.

U.S. DEPARTMENT OF LABOR
Occupational Safety and Health Administration
LOG OF INSPECTIONS AND TESTS BY COMPETENT PERSON
TRADITIONAL "OSHA 74"

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

Now, we've known all these years that the traditional "OSHA 74" form you see above was not the best we can do, for at least 2 reasons: First, its lines are close together so SCP's have to write small. Second, the best part of the form (the center) is taken up with items that, while important details, are not the **most** important (date, time, etc.). Workers want to know which space was tested, and is it Safe, or not?

20 years ago OSHA said: "OSHA will continue to recognize the Form OSHA 74 as an acceptable record-keeping method, but will not require its specific use." So, each shipyard can design its own form. For instance, comparing OSHA 74 with the version below. Which is better? That depends: Which is easier to read?

Log of Competent Person's Tests of Vessel Worksites

Vessel _____
Date _____ Time _____ Berth _____

Spaces Tested	Meter Results	Space Condition	SCP Requests

Shipbreaking News

The past month the State Department of Ecology (DoE) held its third technical meeting about Puget Sound area shipbreaking. "Shipbreaking" falls under the OSHA 1915 (Shipyard) Standard and requires a skilled workforce. The DoE has distributed a Vessel Deconstruction Preliminary Draft (available online or contact Sound Testing). DoE's stated aim of making access to derelict vessels available to many contractors without evaluation concerns many of us Ship Repair people. We know the dangers involved and know the investment needed for worker safety. Keep your eyes on the issue and prepare to voice your concerns as the time for Public Comment draws near this May.



Ask a Chemist

Question:

Is abrasive blasting on the hull of a vessel for paint preparation considered to be "hot work?"

Answer:

According to OSHA, abrasive blasting of a vessel hull for paint preparation is not always regarded as hot work and therefore may not require pumping and cleaning the tanks of the vessel. However, OSHA regards abrasive blasting on an internal space or void of a vessel to be hot work. Additionally, physical isolation from any atmosphere containing more than 10 percent of the LEL of a flammable or combustible substance does not include bulkheads that are part of the space that contains the flammable or combustible substance.



A few months ago Mr. Terry Glimm from Vigor Industries donated his winnings from the SCP quiz back into the pool. This month you may submit answers to the questions at right for a chance to win a second \$25 gift card. You can enter both quizzes, but only one entry per person for each, please.

What Happened to the Tank During the Work Shift?

A 10,000 gal waste oil tank on a cruise ship was cleaned to bare metal and has fresh air. At 6:00AM one morning, the Competent Person measures the oxygen at about 21%. Strangely, at 3:00pm on the same day, the second shift Competent Person is surprised that the oxygen reading has dropped to 20.0%. He tests it again. Sure enough, the oxygen is down to 20%.

Both SCP's agree: the oxygen could not have been absorbed as rust in such a short time, and the clean tank has nothing else that might use up oxygen.

If the oxygen has not been absorbed, how was it reduced? It must have been displaced. Come to find out, someone dumped some compressor oil, heavy in freon, into the tank. The vaporizing freon then displaced some oxygen.

To lower the oxygen by a full percentage unit, from 21% to 20%, how much of the freon must have entered the space? Second, about how many ppm freon contaminate the waste oil tank?

SCP Quiz

Congrats to **Martin Lider** from **PCE** for winning last month's quiz and a \$25 gift card!

Last Month's Answers:

When you make a meter react properly to a known level of combustible gas in a cylinder, you are doing a **Span Calibration**

This Month's Questions:

A SCP tests a void and finds only 6% oxygen. What is his/her very next duty?

Submit your answers to

newsletter@soundtestinginc.com before March 25, 2014. All correct answers will be entered into a random drawing and one person will win a \$25 gift card! One entry per person, please.