

SCP Tribune[©]

To Post? or Not to Post?

A firewatch, that is. Often that's a decision for the Competent Person.

OSHA's Shipyard Standard (Subpart D –Steel Repairs) lists {.504(b)} some 8 situations when you must post a fire watch. Those examples boil down to two questions:

First, do you see materials that can catch fire? Of course, this is no mystery to the alert SCP; he or she notes any rags, linens, cardboard, foam, and drapes, rags, plastics and oil puddles.

The second part of the discussion is: how close is your hot work to that burnable stuff? OSHA says if it is within 35 feet (including decks below and above) and is not isolated from the hot work sparks by some barrier, such as a bulkhead or deck, that burnable stuff demands a Fire Watch.

A good example would be hot work in the engine room uptake space, or near a ventilation duct. When the SCP sees those sparks are going to fall a long way he will make sure a Fire Watch is there to wet down their landing area.



Mattresses and other furnishings burn with enthusiasm. If sparks may reach them from nearby hot work they demand a fire watch.

TRAINING

Shipyard Competent Person

3-Day Initial
June 4-6 (Seattle)

1-Day Updates
May 13 (Bremerton)
May 14 (Seattle)
June 18 (Seattle)



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.

Even when combustibles are isolated by, say, a bulkhead, the SCP also has to check to make sure they're far enough away from the hot steel so they won't catch fire from conducted heat.

By the way, OSHA's Subpart D is not the end of the discussion; your Company Safety Program may well have a Fire Watch policy much more thorough and careful than the OSHA rules. Ask around before making final decisions on whether to Post, or Not to Post. We at Sound Testing (206 932 0206) would love to be part of such a discussion.

Host Employers Take Heed



According to OSHA, the legal duty for workplace safety rests on the shoulders of the Employer. Years ago this was simple because Shipyards gave full service repairs; everything from finish carpentry to boilermakers to sheet metal work. And those workers' employer was obviously the Shipyard.

Nowadays, such jobs are often Subcontracted. So, many of those working in shipyards don't get paid directly by the shipyard, and so they are NOT Shipyard Employees. They are called Contract Employees. Is the Shipyard off the hook for their safety?

No Way! OSHA says The Shipyard, while not the workers' DIRECT employer, directs Subcontractors and so becomes their HOST EMPLOYER. The HOST EMPLOYER does not want anyone hurt on his property. To ensure this, OSHA requires that Subcontractors having a Competent Person to keep their workplaces safe. And sometimes Subcontractors may prove a problem for the Shipyard.

Recently, a savvy Shipyard Manager told us a story about a painting contractor who made all the noises of a Competent Person. He talked the talk. But when the savvy Shipyard Manager asked "Tell me about your gas test equipment," the painter said, "We don't need none! We're painting a water tank, not a fuel tank."

Oh-Oh! We all know OSHA's Subpart C says the gassiness of ANY confined space, such as that caused by spray painting, must be safely monitored by meter readings, not by background smells.

For all his SCP quacks, this "competent person" was an obvious buzzard. The savvy Shipyard Manager's important advice to all Host Employers: "Check Out Those Subcontractors and their Competent Persons! They're Working on Your Property!"



MACOSH Updates



The federal Marine Advisory Committee for OSHA (MACOSH) advises the Secretary of Labor on concerns of the maritime community. Amy Sly, serving on the committee, is involving the community to be sure your voices are heard in Washington DC. One issue being addressed provides information for crew and those responding to leaks in refrigeration systems. Since there are many experts in this area we hope that anyone with opinions, tips, or information to share talks with us. We're all ears! The more people collaborate with us the more useful and robust the final product will be. In addition we'll take comments and suggestions on any topic that industry deems important. So, shoot us a call or email! You can even catch us in the field. We'd love to keep the conversations going and make this committee work for you!

Ask a Chemist

Question: If I'm going into a ballast tank to clad weld, does the tank need to have more than one access open?



Answer: Yes!

Often this point is overlooked because of the time and labor involved with opening a second manway. Subpart E (1915.76) notes that you need more than one means of access when performing hot work in a confined space, unless it's impractical.

Don't forget that you'll need ventilation in the space. The vent duct should be set up so that you can get in and out of the tank with ease. You may want to look for a blower that will fit inside the access in combination with a flexible "lay flat" exhaust duct.

Thanks!

Thank you to Mr. Davis and the F/V FORUM STAR Star of American Seafoods and Mr. Maddock and Icicle Seafood's F/V NORTHERN VICTOR for their generous food donations to the Food Bank at St. Mary's in Seattle's International District. Remember you can call us any time to arrange a donation.

Historic Treasures Pique Our Curiosity

In our many years in the Ship Repair community we have accumulated a few treasured artifacts. Some are from another age, and perhaps a little obscure, (like the item pictured).

Can you tell us the function of the globe in the image? Is it a total immersion virtual experience helmet? Is it a WWII design underwater mine? Well, rule out those too suggestions and let us know if you recognize the apparatus.



Congrats to this month's **Anonymous** winner who has requested their gift be donated to ST. Mary's Food Bank. (Thank you!)

Last Month's Quiz:

The standard four-gas meter has cells testing O₂, Combustible Gas, Carbon Monoxide, and Hydrogen Sulfide. When you inspect these cells, you notice one has a metallic look. Which one, and why? ANSWER: The combustible Gas cell has a metal screen cover. This cell must have a metallic flame-screen to prevent explosions from its hot internal element.

This Month's Question:

Please see "Historic Treasures Pique Our Curiosity" above.

Submit your answers to newsletter@soundtestinginc.com before May 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.