

SCP TRIBUNE[©]

ESSENTIAL SCP DUTY

In the General Industry world of refineries, manufacturing, and machine shops, the topic of hollow structures is unmentioned. Even in the Maritime Standard only a short paragraph buried in Subpart D notes the dangers of hot work on “hollow metal structures.” But as the image demonstrates, in the world of Ship Repair rudders, kingposts, rubrails, skegs, stanchions, caprails, mooring bitts and piping are everywhere.

The OSHA wisdom about hot work on “structural voids” such as these towboat rudders (pictured below) is both brief and straightforward: Before the hot work is started such structures are to be “tested by a Shipyard Competent Person {1915.54(c)}.”

Everyone is well aware that we commonly protect kingposts, rudders and skegs by coating their interiors with preservative, often tar-based. And the solvent used to dissolve that tar can present serious fire/explosion dangers. In addition, methane, hydrogen and carbon monoxide (combustible gases all) can be problems when coatings decompose.



TRAINING

Shipyard Competent Person

3-Day Initial

May 11-13 @ Long Beach, CA
Jun 1-3 @ SSC



1-Day Updates

May 12 @ Long Beach, CA
May 18 @ Fremont
May 19 @ Bremerton
Jun 2 @ SSC
Jun 15 @ Fremont

(Fremont @ Fishermen's Terminal
SSC: Georgetown Campus
Just off I-5: Corson Ave)
Call Peggy or Bonnie: 206-932-0206

OSHA 10 Maritime & General Industry

May 19-20th

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 or general industries.

So the towboat's shaft work involved not only the machinists and riggers. Also essential was the Shipyard Competent Person. Those rudders had to be tested for fire/explosion safety before the boilermakers began the shipping cuts for shaft removal.

Just another instance where safe ship repair would grind to a halt without the efforts of the Competent Person.

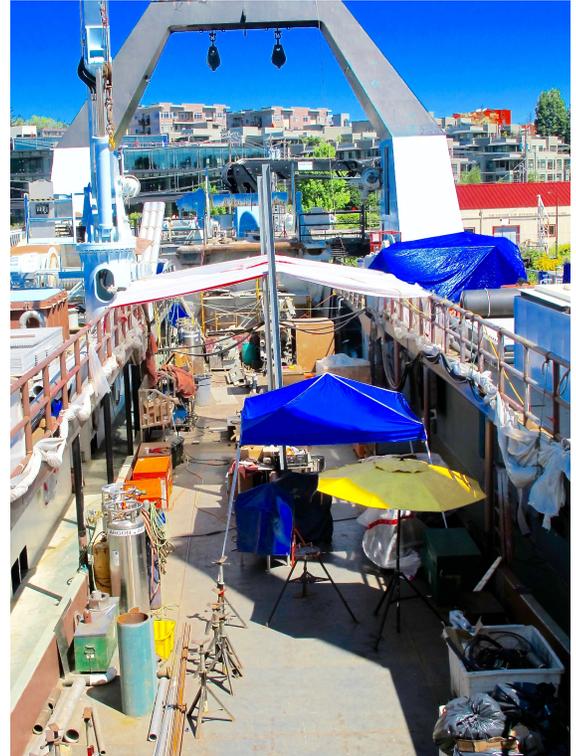
Not All Regulations Complicate Life; Some Simplify It.

Case in point: Safety rules demand that all vessel hot work be supervised by the Competent Person or the Marine Chemist. But a complex repair job has not only shipyard workers, but also a brew of subcontractors and crewmembers welding, brazing and cutting on various systems (refrigeration, hydraulics, exhaust, firemain, ballast and cooling water piping...the usual stuff) at various times, in various locations. To add to the mix, others may paint or work with fiberglass.

Supervising hot work spread throughout a vessel will exhaust even the most enthusiastic Competent Person. Can't we simplify things?

YES.

Before repairs even start, says OSHA's Subpart P, (1915.503(a)(1)) the Competent Person should explore the vessel to find some "fire-safe" places. These, like the trawl deck (in the image to right) or a towboat's fantail, can be "**designated**" areas: Workers there are so safe that they can cut or weld steel without bothering either the Competent Person or the Chemist. However, as the following lesson shows, some work, even in "fire-safe" locations, has its challenges.



Work tents set up on "designated hot work location: trawl deck"

Acetylene Accident



An assistant engineer needed an acetylene torch to cut some pipes laid on the trawl deck just aft of the house. Taking the torch and the oxy/acetylene lead from their nearby storage locker, the worker turned the cylinders on and began his cutting. A spark found its way to the boundary of the closed locker, which exploded with such force that the worker was killed by the force of the locker door blown open.

This tragic accident reminds us that, because acetylene is both high-energy and unstable, there are serious industry standards for storing, testing and using oxy/acetylene cutting gear.

(Continued on the next page.)



Acetylene, Cont.

OSHA's Subpart D ("Welding, Cutting & Heating") gives a wealth of experience-based wisdom on:

- Handling cylinders {1915.55(a)}
(Careful! Acetylene is unstable!)
- Storing cylinders {1915.55(b)}
(Upright, secured, away from sparks.)
- Using cylinders {1915.55(d)}
(Train employees in craft details.)
- Testing and using gas/oxygen hoses {1915.55(e)}
(Test every shift!)
- Testing and using the torches {1915.55(f and g)}
(Test at beginning of each shift!)
- Using regulators {1915.55(h)}
(Vent cylinder opening before attaching...who knew?)

Apparently the unfortunate assistant engineer had turned on the acetylene and oxygen cylinder valves without doing the required "drop test" (a "drop" test will detect a system leak if gauge pressure "drops" noticeably as the cylinder valves are turned off.)

Energetic and unstable acetylene demands detailed procedures.

National Safety Stand-Down

The first week of this month OSHA underscored its Fall Protection Campaign with a **National Safety Stand-Down**. Obvious Question: Why might Fall Protection be important to the Competent Person?

Please recall that every "Safe To Enter" certificate means the Competent Person has personally entered the space and noted the presence of that most common Physical Hazard: **Falls**

Slippery, sloping surfaces; unguarded holes; missing ladder rungs... We should look out for these hazards not simply because of the Safety Stand-Down, but because it's our everyday duty as Competent People.



Congrats to **Troy George** of **Stabbert Maritime**: Winner of April's quiz.

April's Question:

Q: "If your store of grease is shallow, Fill the pintle void with **TALLOW**."

May's Question:

Complete the Poem: Need wax? Need soap? Need candle? Or
Need Ship's provisions? Call the _____.

Send your answer to newsletter@soundtestinginc.com before May 25, 2016.

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