



SCP Tribune®

AARRGGGGHH



Tending the Vent: Inerting in Progress

Zombie Ideas: Those things everyone knows without question, but which turn out to be untrue. And you can't kill them... Zombie ideas keep coming back.

A ship repair Zombie Idea declared itself again just this past month.

A repair item required that a Shipyard remove doublers from the process deck of a fish processor.

The Competent Person immediately noticed the doublers were welded to the top of a fuel storage tank. Because the tank's steel would turn white-hot as a torch flushed off the welds, the tank obviously had to be cleaned or inerted.

For various reasons the Superintendent decided on inerting, and called a Marine Chemist to fill the fuel tank's airspace with an inert gas. But when the Chemist set up his high-pressure hose and got ready to send the inert gas (he had selected carbon dioxide...) into the tank the Chief Engineer exclaimed, "Hold off on that inert gas!"

"Why?" asked the Chemist. (Continued)

TRAINING

Shipyard Competent Person

Full 3-Day Courses

May 3-5 @ SSC*

Jun 7-9 @ SSC*

Jul 5-7 @ SSC*

*South Seattle College
Georgetown Campus



1-Day Update Courses

May 4 @ SSC*

May 10 @ Fremont Maritime

Jun 8 @ SSC*

Jun 14 @ Fremont Maritime

Jul 6 @ SSC*

Jul 12 @ Fremont Maritime



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 provides methods on recognition, avoidance, abatement, and prevention of safety and health hazards in workplaces specific to maritime.

Call 206-932-0206 for class schedule.



AARRGGGGH, cont.

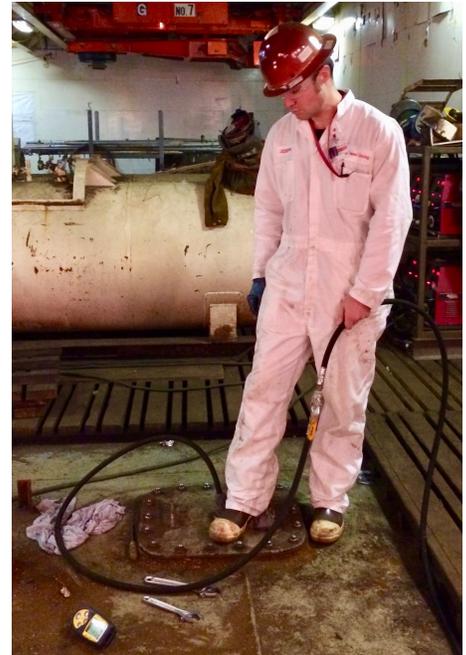
“I haven’t had a chance to add fuel to the tank!” “Why add fuel??” asked the Chemist.

“Well,” said the Chief. “The Port Engineer told me to fill the tank to 95%.” That way the inert gas you use won’t cost as much.”

AAAGGGGGGHHH!! Zombie idea alert!

Don’t bother pumping up the fuel to save on inert gas! It’s not even 2 cents a gallon! Any money “saved” would not pay for the engineer’s time pumping fuel.

Besides, pumping up a tank’s fuel can make the Chemist’s job a lot harder. How? Because a full tank means there is just a small bubble of inert gas above the fuel. And that bubble is not trustworthy. For instance, in the afternoon the tank will cool down and will tend to suck in air. Such a thin layer of unstable inert gas may force the Chemist at great expense to keep a slow purge of IG going as repairs continue. That’s why Chemists like a big blanket of inert gas so the inerted tank stays stable ‘til the hot work is done.



Marine Chemist with His Inerting Gear

Also, the pumped-up fuel level may be close to the vent opening. If so, the Chemist must take extra time and care handling high-pressure gas in case his inerting turbulence might spill fuel.

So, don’t fill tanks to save some cents on inert gas. It’s a bad deal. The Chemist prefers lots of airspace because the many gallons of inert gas are much more trustworthy.

Still Competent After All These Years



Legally... Yes. Not a syllable in the OSHA rule demands any scheduled training as years pile up.

Practically... No. Laws and practices change; ship repair details flee the memory of anyone who doesn’t do the work regularly; attitudes are more fleeting than facts.

And that’s why we often say: “The ‘half-life’ of unused technical knowledge is 6 months!”

And that’s also why the NAVY, in their Standard Items was the first to demand periodic re-training of Shipyard Competent People. (The NAVY will not allow on their vessels any Competent Person who has not been brought up-to-date within the last calendar year.)

The Coast Guard follows suit. Commercial shiprepairers, Companies maintaining their own vessels, or local fire departments often settle on 2 or 5-year spans between retraining sessions. But everyone plans for the shortcomings of memory.

<https://www.flickr.com/photos/87039642@N00/5939761380/>

On the Beach

“On The Beach” -- The classic 1950’s Australian novel about the thermonuclear end of our world. Later a movie with Gregory Peck captaining a doomed submarine crew, the only surviving witnesses to the catastrophe. (Ironically, the novel ends with a futile search for surviving life in Manchester, just across Puget Sound from West Seattle.)

“On The Beach” is also maritime slang for sailors in trouble.

And recently 4 shipyard workers found themselves “on the beach.” For 3 days.

They had accidentally pumped argon shield gas into a bilge. A safety investigation showed the crew had failed to take routine care as they dealt with the compressed gas.



And an essential step in that standard safety procedure is the “**Drop Test.**”

No, you don’t “drop” anything; But after the gas lead is made up to the cylinder regulator, the craftsman temporarily turns on the supply valve, charges the system, and immediately notes the gauge reading. Next step: Turn the supply valve off and immediately check the gauge. Has the gauge needle dropped? A pressure-drop tells him there is a leak that must be found before finally turning the system on.



This is a serious ship repair duty. And it should be routine. After all, we need our craftspeople on the job, not “on the beach.”

Zero Reading Indicates Leakage

Community Support from Arctic Storm



In early April the Arctic Storm Group donated 3 pallet loads of produce to the International District’s Foodbank @ St. Mary’s. Thank you Arctic Storm Group!

Sound Testing’s Chemists will deliver any provisions to the food bank of your choice. Just call 206-932-0206.

Congrats to **Art Tachiquin** of **Serco** April’s Winner:

Q: Sometimes sensitive gauges and control knobs can’t take bulkhead vibrations. So, they’re mounted instead on a **FIDDLE** board, which is itself attached to the bulkhead.

May’s Question:

When on a long-haul tow, a “chafing board” may be placed below the tow wire and on top of the stern roller. This board is sometimes called the _____.

Please send us your answer to newsletter@soundtestinginc.com or admin@soundtestinginc.com before May 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.