

SCP TRIBUNE[®]

A Little Knowledge...

Navy contracts can be lucrative. But because NAVY vessels are essential, with large and expensive crews, Navy contracts are very time-sensitive. Contractors pay big-time when they miss a delivery date.

So just 3 days before a destroyer's delivery a shipyard was in panic mode: A Navy audit had found a 3rd deck head needed serious cleaning. The Project Manager had to make a



choice: shipyard workers on Saturday at time- and- a-half or a minimum-wage crew from "Cheap & Easy Labor"?? Soon 6 temps were on the job.

Seeing a 5-gallon can of "thinner," (note actual photo above) one imaginative fellow had a bright idea: He could speed things up a lot by sloshing the can's contents under the abrasive pad of his floor buffer.

Oh-oh. There's thinner and there's thinner. It's not all the same. While paint thinner has a well-behaved kerosene base, lacquer thinner has a lot in common with gasoline! Which did Mr. Cheap-&-Easy choose to slosh beneath the abrasive pad? Right.

Investigators think a spark from the buffer's on-off switch ignited a cloud of explosive vapor. The toll: 5 hospitalized and damage well above \$1,000,000. But, it didn't have to happen. (Continued)



TRAINING

Shipyard Competent Person

3-Day Initial

Jul 6-8 @ SSC
Aug 3-5 @ SSC



1-Day Updates

Jun 15 @ Fremont
Jul 7 @ SSC
Jul 20 @ Fremont
Aug 4 @ SSC
Aug 17 @ Fremont

Fremont: Fishermen's Terminal
SSC: Georgetown Campus Just off I-5: Corson Ave

OSHA 10 Maritime & General Industry

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. Call 206-932-0206 for class schedule.

A Little Knowledge...(cont.)

An obscure section of OSHA's Subpart B (§1915.12(d): **THE TRAINING OF EMPLOYEES**) starts, as do most important OSHA paragraphs, with the words: **"The Employer shall..."** shall ensure every worker coming up the gangway knows the dangers of ship repair work below decks.

Do you think as the temp workers filed past the dispatcher's desk on their way out to the van, that he thoroughly trained them in proper shipyard behavior? Were they educated, for instance, about the dangers of sloshing gassy hydrocarbon solvents about the workplace? Apparently not.

Such contract workers are a constant problem for shipyards because it's hard to be sure they have been properly trained. True, the "Employer" is responsible. But, does a "temp" even have an employer in the traditional sense? Lesson: Employers can't expect shipyard work to be safely done without properly training workers. More about this topic come July. (Is it June already??)

Bombs? Away!

In May's newsletter, **OSHA** urged the Shipyard Competent Person to find a vessel's **"Fire-Safe Areas:"** reliably safe places for burning and welding. That implies, of course, that hot work in other workplaces requires care and preparation.

And an essential part of such preparation is keeping the workplace free of fire dangers. For instance, the Seattle Fire Department's Hot Work Permit demands we get rid of **"Explosives, fireworks, and ammunition."** No mystery there.

But Hot Work regulations also order us to watch out for **"Portable, Non-safety Containers of Flammable Liquids."** (Note images)

These containers are dangerous: **"Flammable Liquid"** means the can's contents are so gassy the airspace above the liquid is **explosive**. And who wants to work around a bomb?



True, such cans can be perfectly safe...on the shelf at True Value Hardware. But they don't belong in the ship repair workplace being dropped, kicked off staging, or showered with sparks and slag. Solvent cans like those pictured are hazards.

OSHA, the SFD, and the NAVY all demand acetone, alcohol, gasoline and such dangerous chemicals must be poured from **"Safety Cans."** What are those? (Continued on the next page)

Bombs? Away! Cont.

“Safety Dispensing Containers” have steel of thicker gauge. Their shapes (not square, but cylindrical) make it easier to survive when they are dropped or banged. They have spouts designed for dripless pouring, and spring-loaded caps. And some have flame-arresting screens and pressure-relief valves in case they are caught in a fire.



By the way, the NAVY's standard items want those “True Value” cans not only removed from the work-place, but also taken off the ship, labeled, and stored upon placarded metal shelving.

Congrats to **Chris Dean of Arctic Storm Management Group**: Winner of May's quiz.

May's Question:

Q: Complete the Poem:

Need wax? Need soap? Need candle? Or
Need Ship's provisions? Call the **CHANDLER**.

June's Question: Complete the Poem:

The Skipper likes a shipshape craft...
All the lines and leads are stowed
Where they should be, 'fore to aft...
From halyard splice to anchor _____.

Please submit us your answer before June 25.

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

Congratulations



In another era, the dock on Fairview Ave just north of Lake Union Drydock bustled with craftsmen hard at maintaining the NOAA fleet. Then, one 4th of July, fireworks weren't the only fireworks: one of the piers went up in smoke, damaging NOAA's flagship, the R/V McArthur. The Seattle waterfront then lost the NOAA fleet to Newport, OR. Politics aside, we miss NOAA and they have a hard time in Oregon finding the level of craft skill Seattle is known for.

Sometimes things come full circle. The old NOAA dock's present enterprise, United States Seafoods, has just completed a \$30,000,000 overhaul/conversion of the former Sealift Command USNS McDonnell, now the sleek **M/V Seafreeze America**.

Congratulations U.S. Seafoods! And congratulations to the hundreds of craftspeople earning living wages to support their families during the year-long conversion: Research Vessel to a State-of-the Art Fish Processor.