



SCP Tribune[©]

Too Trivial To Mention

Competent People know that in a ship repair workplace gravity (slips and falls) causes more injuries than bad air. So this chain of events might seem routine:



1. The shipyard will paint the engine room interior.
2. But, the engineer demands his aluminum floorplates be masked.
3. The painters bring in a bundle of cardboard sheets to mask floorplates.
4. The painting is put off because the skipper calls in tank cleaners to gas-free the bilge for repairs.
5. The painters leave behind their cardboard blanks, stacked vertically (note image above).
6. The cleaners remove floorplates for bilge access and string some barricade tape.
7. Amazingly, one sheet of cardboard sluffs off the stack and lands perfectly on the floorplate supports.
8. A worker ignores the tank cleaners' barricade tape and steps forward so he can do an inspection. You can take it from here...



Of course, he steps on the cardboard and falls through the supports, bruising a thigh and hip. Could have been worse.

The lesson here is that most accidents are a series of trivial steps that, against all odds, line up to do us harm. And only when workers pay attention to the small details of safety can we break the chain. Don't stack things vertically if you can avoid it. (That's what gave that cardboard the potential energy to fly where it shouldn't.) And don't clutter walkways! And put a "floorplates missing!" sign on that barricade tape. And the fall victim: "Watch Yourself! That tape wasn't just decoration!" How to get these "trivial" items taken seriously is what gives the ESH manager ulcers...

TRAINING

Shipyard Competent Person

Full 3-Day Courses

Jul 5-7 @ SSC*

Aug 2-4 @ SSC*

Sep 6-8 @ SSC*

*South Seattle College
Georgetown Campus



1-Day Update Courses

Jul 6 @ SSC*

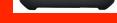
Jul 12 @ Fremont Maritime

Aug 3 @ SSC*

Aug 9 @ Fremont Maritime

Sep 7 @ SSC*

Sep 13 @ 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 or 1910 provides methods on recognition, avoidance, abatement, and prevention of safety and health hazards in workplaces specific to the maritime.

Any Questions? Call 206-932-0206

Who Will Keep Us In The Loop?



Friend and Colleague

Editor's Note: The background for our first article, like a lot of our waterfront wisdom, came from Al Rainsberger. Al was generous and kind, constant and wise. He built up the safety culture of Foss Maritime and Foss Shipyard precisely by leaning on the details of the safe workplace.

Al died unexpectedly on Friday, June 30. He was special.

We first met Al about 1979. He was a quartermen in Todd Shipyard's Paint Shop. Soon he was supervising Todd's relationships with OSHA, the Puget Sound Air Pollution Control Agency, The Seattle Fire Department and the Department of Labor and Industries. He was in charge of Todd's Medic program. He represented Todd with Unions

and insurance companies. Al hired the best safety people he could find: retired Seattle Firefighters, who became the standard for Shipyard Competent People on the Puget Sound waterfront.

Aside from his second career at Foss, Al was the Shipyard nerve center for Puget Sound, for the last 2 decades distributing shipyard news to every member of the Puget Sound Shipbuilders Association.

This is not an obituary. Such a superficial note could not do justice to Al's contribution to our Ship Repair culture, nor could it explain the extent to which Al is missed.

Bad News For Barnacles

Last month we noted indications that super-toxic "organic tin" antifoul paint, banned in 2008, may be making a comeback. What we didn't address were these 2 questions:

First, on the drydock, before starting hot work for hull repairs, is there a quick/dirty test for tributyl tin in the existing antifouling layer? The answer, says Chemist Mike Schmitt, is: No. There is, however, a quantitative test (tells you how much of the stuff is there). It is very expensive and very burdensome.

Second, does hot work on organic tin paint make any especially toxic smoke? Are there chemicals cooked off that would demand extra-ordinary steps to protect the burner? Again, Mike Schmitt: The regulatory worries about tin exposure focus on sand blasting, not on hot work repairs. And because there are various metals involved, any hot work near antifouling paint demands at least an air-purifying respirator with "metal fumes" capability, as in the "P-100" cartridge. So, the answer is: No, there are no especially toxic hot-work exposures caused by organic-tin paint. The big worries are biological, and then only if you are a barnacle or oyster.



No Tributyltin (TBT)

<http://www.science.ku.dk>

With Tributyltin

Oh, The Humanity!

We all consider ourselves competent. We have crafts that not everyone can do. We're literate, we work hard, we pay attention to technical details. We have bright flashlights and reliable meters.

But, we're also human. At times we're busy and stressed, At times we're impatient. And at times we can be outright lazy.

A shipyard was replacing a lot of wasted structure and plate in a towboat's fuel tanks

On Friday the Marine Chemist Certificate testified the tanks and bilge had been well-cleaned. Monday the Competent Person testified the tanks remained "Safe for Hot Work."

Tuesday, same deal.

Wednesday the steel boss came in early and took a walk on the vessel to see how the work was going. He was amazed to notice smoke wafting from one manway!!

A small fire, wicked by a charred rag, was punking away in the deep spot of the fuel tank. (Because the tank had been well-cleaned the fire stayed in the small puddle of oil seeping from the tank's suction.) A stream of water quickly doused the small fire.



Easier Than Climbing Tanks

Only then did the boss notice the Competent Person walking toward the gangway, carrying report forms declaring the towboat's tanks "SAFE FOR HOT WORK"!!

This guy had been doing his inspections from his desk chair!

We're all human. We're all lazy at times. But when we're trying to deal in the WORLD OF CERTAINTY, we shouldn't let our laziness get the better of us. Sometimes we're forced to work hard and climb down to tanks' deep spots.

Certifying a tank "Safe for Hot Work" when it was already on fire did not cover this guy with glory.

Congrats to Michael Purdue of American Seafoods June's Winner:

Q: Frederick Douglass, the famous Abolitionist, after escaping slavery, got his first job in a shipyard. What was his craft? (They're a rare breed today and use hemp a lot.) **A. CAULKER.**

July's Question:

In fishing, the _____ line removes waste prior to freezing or processing.

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