

SCP TRIBUNE[®]

When is Life Simple?



AFTER THE FIRE

We are OSHA people. But being “OSHA-Compliant” may not always be enough; there are other regulations out there:

This story illustrates how different sets of regulations can complicate our lives:

An East Coast shipyard planning a big towboat repair job obtained a Marine Chemist Certificate for the towboat’s engine room bilge: “**Safe for Hot Work.**” The Certificate was both a legal necessity and a fire-insurance requirement.

So on the East Coast towboat job the **N.F.P.A.** had 2 oars in the water: First, NFPA rules are part of every fire-insurance policy, including the shipyard’s fire insurance. And second, that same **N.F.P.A.** certifies Marine Chemists and supervises their “gas-free” Certificates.

As it happened, the Maryland towboat caught fire as the shipyard was doing hot work. The damage? Above \$2,000,000. Now, things get interesting...

Not surprisingly, before they wrote a \$2,000,000 check the fire-insurance investigators were curious about whether the shipyard had followed those NFPA rules noted both in **Standard 306** and on the Chemist’s Certificate. Soon word came down: The insurance company was unwilling to pay for the fire damage at the shipyard. The reasons? Six: (Continued)

TRAINING

Shipyard Competent Person

3-Day Initial

Aug 22-24 @ Tacoma

Sep 7-9 @ SSC

Oct 5-7 @ SSC



1-Day Updates

Aug 23 @ Tacoma

Aug 17 @ Fremont

Sep 8 @ SSC

Sep 21 @ Fremont

Oct 6 @ SSC

(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

August 15-16th @ SSC

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.

When is Life, Cont.

Reason 1: The shipyard had failed to have a Competent Person inspect the jobsite within 24 hours of the Chemist's initial inspection. That, said the insurance officials, voided the Certificate. (NFPA Rule)

Reason 2: The Chemist had, as is common, written his Certificate for only the steel repairs he had been told about. But the shipyard, without notifying anyone, had expanded the workscope by adding fuel manifold modification to the list of Engine Room repairs. That voided the Certificate. (NFPA Rule)

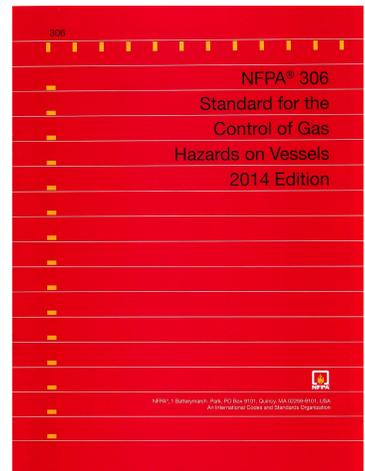
Reason 3: In cutting open the piping the shipyard spilled 35 gallons of diesel in the bilge. But their SCP did not notice the contamination and did not stop the hot work. That voided the Certificate. (OSHA and NFPA Rules)

Reason 4: The shipyard moved the towboat drydock-to-pierside to complete repairs. But no one notified or recalled the Chemist. That voided the Certificate. (OSHA and NFPA Rules)

Reason 5: The morning of the fire the shipyard workers had started hot work without an SCP inspection. That voided the Certificate. (NFPA Rule)

Reason 6: The shipyard could not demonstrate that anyone had checked the calibration of their test meters. That, too, voided the Chemist's Certificate! (NFPA Rule)

The tragic fire showed clearly how little fire-insurance policies may be worth when a shipyard lacks a trained and diligent Competent Person to properly "maintain" the NFPA 306 rules that are part of the Chemist's certificate. The OSHA regulations are not the total story.



Static Electricity; It's Like Terrorism

Most of the time static electricity is just a bothersome idea. We're not even sure when or where it exists. But we suspect that, like terrorism, it's out there somewhere.

All of the universe's matter is made of positive and negative charges in balance. But sometimes when a material flows by another in close contact some of that balanced charge is rubbed off, leaving different electrical "potentials," as when we drag feet across a rug.

Usually no big deal because the potential is temporary and flows back where it came from. But sometimes one of the materials is, like our shoe sole, a poor conductor. This means the charge difference can't flow back and is trapped in the "accumulator." If the close contact and rubbing continues, the increasing "potential" can build up to a violent electrical arc.

So, we spend big money on "intrinsically safe" gear, bonding cables, grounding procedures...But static stays outside our senses, in some other world. Until suddenly, it's front and center.

A Marine Chemist stood by the bull rail as a 1150-foot long VLCC (Very Large Crude Carrier) tank ship approached a Portland shipyard after an 80-mile journey up the fresh waters of the Columbia. (Continued)

Electricity, Cont.

The ballasted ship was so low as it approached that the Chemist's eyes could scan the massive deck. He saw the shipyard travel crane lower a manbasket containing 3 riggers to help handle lines. When the basket was 3-4 feet from the vessel's deck, a static charge arced through the space. The assembled got religion: Static Discharge is **not** an urban myth.

In its 80-mile journey the enormous ship had stripped massive charge from the water flowing by. Because the fresh water doesn't conduct very well, the charge could not escape and built up, trapped in the vessel's steel. The crane's cable gave an excellent path "to ground" because the charge difference was so great it jumped the 4-foot air gap.

Thankfully, there was no gassy venting or ship's cargo or innocent human presence in the spark's path. But better to prevent such harm by bleeding the charge off through a grounding cable as the vessel approaches tie-up.

Congrats to **Richard Mortimer** of **AMSEC**:
Winner of July's quiz.

July's Question:

Q: What was the traditional maritime term for Laborers? **SHIP SCALERS**

August's Question:

Every manbasket the crane lifts must have a secondary attachment to the hook. A rigger would say that manbasket was properly "_____ed"

Send your answer to
newsletter@soundtestinginc.com
before August 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.

Inspected Vessels?

The old **USCG 46 CFR, Part 27: Towing Vessels (27.100)** exempted many towboats (for instance, the ship-assist fleet) from being "inspected vessels." But now the USCG's new CFR46, Part 27's **Subpart M** has declared that **all** towboats 26-feet or longer are "vessels subject to inspection." (Existing vessels in certain cases may merit a 2-year extension...)

Owners may implement a **TSMS** (Towing Safety Management System) to arrange their inspections.

Related items:



A) There is talk of an "inspection fee" of roughly \$1,000/yr per vessel to cover "additional cost."

B) USCG Manpower and funding concerns have the agency planning to call on "Third Party Organizations" (...Read ABS and DMV...) for subchapter M towboat inspections.

C) Any such inspection means entry into confined spaces. Subpart M demands such entry include "**Training of Personnel.**"

The "Training of Personnel" for confined space enterers got our attention because that's one of SOUND TESTING's passions. We await the specific training requirements of Subpart M.