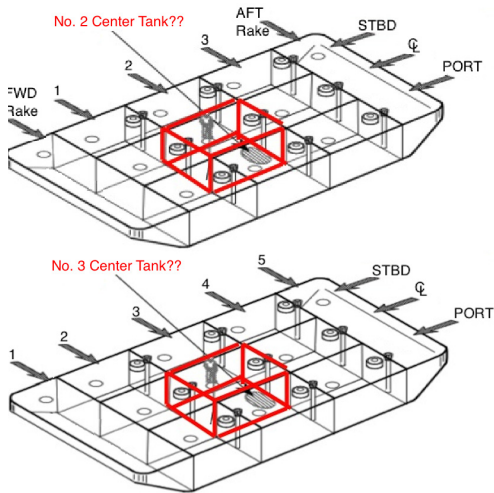


SCP TRIBUNE

A-Void Confusion



Those ship repair people with minds like steel traps (i.e., all of you!) will recall the emphasis the Competent Person training puts on the importance of COMMUNICATION. (You may recall the trainer saying that COMMUNICATION is perhaps 85% of the Marine Chemist's job.)

Calibrated meters and thorough inspections go a long way to getting that certainty that we all seek and thrive on. But the best testing efforts can still allow confusion if, for instance, the Chemist and the shipyard do not agree on the space designations.

Suppose a print describes a deck cargo barge as having 2 thwart "P/S rake voids" with "1 - 4 P/C/S mid-body compartments" for a total of 11 spaces. Then along comes the Chemist and lists on his certificate the spaces as "1 - 5, port, center line & stb'd."

Now, the space you were calling "midbody # 2 center line" is, according to the Chemist, "# 3 center line." And your "stb'd aft rake" is the Chemist's "# 5 stb'd." Even simple situations like this leave room for error and misunderstanding.

Confused yet?!?! What to do?

Some local shipyards have come up with a special system to avoid Chemist/SCP confusion. In fact, it is the policy in one ship repair operation that the Chemist not even enter the production area unless joined by the Shipyard Competent Person. In the era of the cell phone, 10 minutes' notice of the Chemist's arrival will make that arrangement very simple and workable.

With this system in place, a fairly complicated barge will offer no difficulties because, in real time, the Competent Person and Chemist will agree on the naming and dimensions of the various spaces. This will avoid those harmful uncertainties which might arise should we each inspect the vessel at different times.

Furthermore, we all realize that the Competent Person, who remains on the jobsite for the whole production time, probably knows a lot more about the geography of any particular vessel than does the visiting Chemist. We should take advantage of the SCP's hard-won familiarity with any repair project.

Not All Boots are Created Equal

In the August, 2013, issue of Sound Testing's "SCP Tribune" we had an article about the many physical hazards in the ship repair workplace: Slippery, oily steel plate, sandblast grit and rust, cluttered ladderways, unguarded surfaces, etc.

These physical hazards are bad enough. But don't let improper footwear make them even worse.

Above are two venerable pairs of boots. On the left are your basic steel-toed shipyard footgear; on the right are some much-used and re-soled hiking boots.

But for all their dependable service on the trail, those hiking boots are treacherous in the shipyard.

The rigid "Vibram" sole material that does so well in gravel or snowy slush is too hard to grip wet or oily steel. A hiking-boot trip through a recently-cleaned fuel tank is like climbing the North Face -- and steel is not very forgiving for slips and falls.

Shipyards demand that workers wear real shipyard footgear for the best reason in the world: they are safer.



Thank You Anne!

Anne Baisch, who has been capably helping in the office for more than 3 years, retired on Friday, August 30. I know you will miss her as much as we will. We wish her all the best!

Governor's Safety & Health Conference



The 62nd Annual Governor's Industrial Safety & Health Conference will be held in Tacoma at the Tacoma Convention Center September 25 & 26, 2013. Registration is now open. For a full list of events and speakers visit their website: <http://www.wagovconf>.

DOSH Notes Industry Trends

Guest Column by Steve Merkel, Washington State DOL

The biggest trend I have picked up on thus far while working with shipyards is the failure for them to maintain their SCP records for the necessary time period. Along the same lines, yet more worrisome from a safety and health point of view, is the fact that, while the larger yards are pretty good about carrying out SCP inspections, many of the smaller facilities are seemingly relying solely on the Marine Chemist's initial visit and not following through with the requirements for re-inspection by the Competent Person laid out by both the Marine Chemists and the standards. I know this is hammered pretty hard in the SCP course, I'm just not seeing it practiced as much in the real world. With that said though, continued education regarding the criteria for SCP inspections and the situations that require a Marine Chemist to re-inspect may help mitigate this trend.

If you have any questions on the DOSH consultation program please visit LNI's website (<http://www.lni.wa.gov/Safety/Basics/Assistance/Consultation/>) for more information.

PSSA Safety Conference

Monday, October 21, 2013

This free safety training seminar is a joint-venture by the Puget Sound Shipbuilders Association, Federal OSHA and the Seattle Fire Department. It will be held at the City of Seattle's Joint Training Facility.

Topics include: Hand Protection, Ventilation, Global Harmonized System, Combustible Meters, Hearing Conservation, and Fire Extinguishers plus an array of exhibits and demonstrations.

Space is limited. Please contact the Sound Testing office for a copy of the flyer at (206) 932-0206. Or you can RSVP to Al Rainsberger at Foss Maritime (206) 281-3842, e-mail arainsberger@foss.com.

How to Conserve Your Chemist Cash? Buy a meter with a PID!



Your SCP needs a photoionization detector (PID) incorporated into their gas free inspection (GFI) meter to check spaces that have contained petroleum products. With this meter, the SCP can verify that a space has been ventilated to below 15 ppm for diesel or 30 ppm for JP-5 and allow entry for mechanical work or inspections without calling the Marine Chemist.

Even though the SCP cannot allow entry into the few spaces that won't ventilate down to those levels and cannot authorize hot work in petroleum spaces, you will still save money by avoiding many unnecessary Marine Chemist visits. It doesn't take many of those visits to exceed the extra cost of the PID.

Your safety supplier as well as your Marine Chemist can recommend a good GFI meter with a PID. Keep in mind, however, that quick reliable service is the most important consideration when choosing a meter. You need to find a supplier that can respond to meter problems quickly. Having the best possible meter doesn't do you any good if it spends a month back East every time it has a problem. The best-case scenario is to find a reliable meter that can be serviced locally.

TRAINING

Shipyard Competent Person

Seattle

3-Day Initial • Sept 11-13

1-Day Update • Sept 25

3-Day Initial • Oct 9-11

OSHA 10hr Training

This 10 hour training on 29 CFR 1915 provides methods on recognition, avoidance, abatement, and prevention of safety and health hazards in workplaces specific to the maritime industry. Strengthen your workplace safety and health today by calling Sound Testing for the next scheduled class.

Crystalline Silica Proposal

OSHA recently released a proposed rule to protect workers exposed to respirable crystalline silica.

Inhalation of very small (respirable) crystalline silica particles puts workers at risk for silicosis, lung cancer, chronic obstructive pulmonary disease (COPD), and kidney disease.

To participate in the development of the new rule and for more information please visit OSHA's website.

(History buffs take note: the web page below includes an 11-minute video on silicosis - filmed in 1938!)
www.osha.gov/silica

ASK A CHEMIST!

Looking for clarification? Ever wonder why rules are written they way they are? Ask away! Every month an interesting question will be answered here!

Question

You have been told many times that hazardous chemicals that arrive at your worksites are supposed to have with them a Material Safety Data Sheet to tell workers why the chemical is dangerous, how acute is its danger, how we should handle it, and precautions for its use and disposal. Is there a "Safety Data Sheet" for every hazardous chemical you work with?

Answer

Not necessarily. First, the Hazard Communication Standard (HCS) or "Workers' Right to Know" legislation is an OSHA/Department of Labor regulation. Second, there are regulators out there besides OSHA or NIOSH.

Suppose your workplace uses ethyl alcohol. The Bureau of Alcohol, Tobacco & Firearms regulates alcohol. What if your work process demands a chemical known as a narcotic? Well, the FDA would take an interest. Because those substances are regulated by an agency other than OSHA, they are exempt from the "Workers' Right to Know" legislation.

So, some chemicals do not need OSHA "Safety Data Sheets".

Recently, OSHA has aligned with the Globally Harmonized System of Classification and Labeling of Chemicals (GHS). The MSDS is now called the SDS (Safety Data Sheet) and the format has expanded from the original 9 to now include 16 classes of information.

Although OSHA is requiring employers to provide training about the SDS format and the labeling requirements by December 1, of this year, full implementation will not be complete until the year 2015.

Related question: Which agency do you think might regulate the transfer, storage and use of a chemical classed as a pesticide? (We'll tell you next month!)

SCP QUIZ

Congrats to **Scott Jackson** at **Alaska Ship and Drydock** who won a \$25 Mastercard gift card for last month's quiz!

Last Month's Answers:

- 1) If a pipeline could deliver a hazardous material to a tank where workers will be inside cleaning, or doing hot work, what measure must the employer first take?

Lock out/Tag out the system, disconnect, blank off or otherwise block by the pipe leading to tank.

- 2) OSHA requires that the SCP Log of inspections be kept for ____ days after the job is done.

90 Days

- 3) When testing a confined space on a vessel, OSHA requires that the SCP, after doing the remote-testing, must then _____ the tank.

Enter the space and conduct a more thorough atmospheric test as well as a visual inspection.

This Month's Questions:

- 1) How often should you check a space to make sure it is staying safe?
- 2) Name the specific organization that uses the following toxicity terms: PEL TWA TLV
- 3) What is one of the limitations of a half-face respirator?

Submit your answers to newsletter@soundtestinginc.com before September 25, 2013. All correct answers will be entered into a random drawing and one person will win a \$25 gift card! One entry per person, please. The correct answer and the winning entry will be published in next month's issue.

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