

SCP Tribune[©]

A Perfect Storm

A perfect storm of conflict, stress and expense:

The quarterdeck message board tells 145 crewmembers the processor will be outbound the next day at 0600.

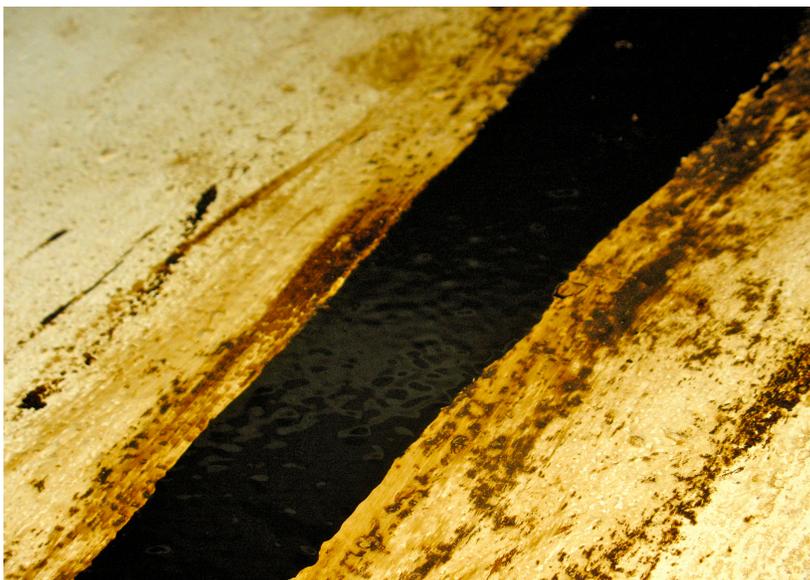
A deck crane lifts totes filled with the crew's duffels and luggage.

The steward stows pallets and pallets of provisions as they roll in the sideport; freezers full, pantries packed; fuel and potable water tanks topped off.

And that's when the 1st Engineer is shocked to see a stream of bunker fuel, black as your hat, running from a fractured weld seam on the bulkhead of the engine room settler tank.

No vessel goes to sea with a leaky settler. But hot work repairs require 3 days just to clean the tank. Besides, where can the engineer put 40,000 gallons of fuel??

The solution? Don't clean the tank; INERT IT! That is, the Chemist pumps an inert gas (carbon dioxide can be got on short notice...) into the airspace above the tank's fuel.



Bunker Fuel flowing from fracture

TRAINING

Shipyard Competent Person

3-Day Initial

June 10-12

July 8-10



1-Day Updates

June 11

June 24

July 9

July 22

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.

Please call our office (932-0206) for the next class date.

During welding and arc-gouging the tank's steel plate, though white-hot, will not ignite the tank's fuel because carbon dioxide has filled the tank's airspace, pushing the air (and hence, the oxygen) out the vent. The fuel, no matter how hot it gets, can't burn or explode.

A quick call to the Chemist and 3 hours and 3 cylinders of carbon dioxide later the tank is certified "SAFE FOR HOT WORK; INERTED WITH CARBON DIOXIDE."

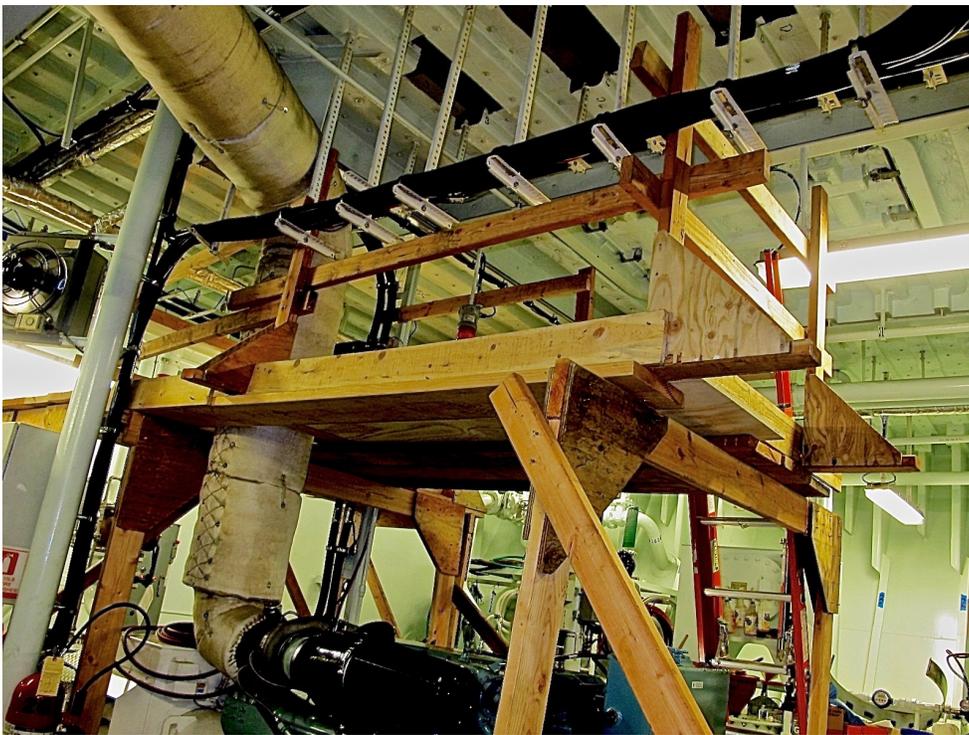
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A Perfect Storm, Cont.

Life is seldom simple. The repairs take twice the estimated 4-hours to complete. But at 6 the next morning the gangway is stowed and the pilot is aboard for the first leg of the voyage to the Bering Sea.

Inerting can be a quick solution when time is precious. And, it is an interesting process, with many interesting sidelights. More on those in July's SCP Tribune.

Cautionary Tale



It is our Competent Person culture to approach confined space safety from a technical, sophisticated point of view. We talk of meter readings, regulations, protocols, communications. But sometimes things get more basic.

A Chemist, who will remain nameless, entered a large void to inspect sewage piping on a car-ferry. Looking for test access in the piping, the Chemist spied a 3/4" pipe plug in a threaded fitting on the top of a supply line.

Notice the staging with guardrails

Working by himself the Chemist found nearby an 18-inch pipe wrench and climbed on the wood staging to back the plug out.

The plug, decades in the pipe, would not budge.

Instead of waiting for a pipefitter, the Chemist planted both feet and strained at the plug. Which promptly broke off.

Staggering back full-force, the Chemist smashed into the scaffold's upper and midrails, which bent and flexed, but held. Had they given way the next stop was on the ferry's hull 12 feet below.

In the business of confined space safety, a competent Shipwright may save as many lives as a Competent Person.

Ask a Chemist

Question:

Our new tug was just delivered to Dutch Harbor and we need to do some torch-cutting, grinding and welding in the engine room. Do we need a Marine Chemist's certificate?



Answer: Generally, OSHA is pretty clear. For a machinery space: YES, you need a Marine Chemist's Certificate. But, this is a brand new vessel. Let's think about it.

For hot work, OSHA requires a Chemist Certificate only when dealing with an oily space, and for repairs on a tank vessel. Ask the SCP to check things out. If that brand new engine room is spiffy, with never a spill of diesel or crankcase oil, an SCP can certify it for hot work. No Chemist needed.

Have a question? Don't hesitate to ask us when we're on the job, call us on our cell phones or email!

Warning Bottle

As a general rule, chemical processes and lab equipment are best left at work. Especially the work and the gear of the Marine Chemist.

Overalls and boots that have been crawling around a fish-oil tank are best stowed in a heavy-mil plastic bag in the truckbed. (And park that pickup downwind!)

But some lab equipment may be handy at home. For instance, an old microscope will entertain a granddaughter with the details of flies and ants, of flower petals and pollen.

And a new, unused stock bottle with the proper acid-etched label guarantees your Glenlivet 25 will be undisturbed by those who might not appreciate one of life's great pleasures...



Glenlivet 25

Congrats to **Todd Kulesza** from **Coatings Unlimited** for winning last month's quiz and a \$25 gift card!

Last Month's Quiz:

Q: Why will some anti-fouling paints, which work perfectly well on a barge hull, be ineffective on the hull of a cabin cruiser?

A: Some protect the hull by creating a slick surface or hard protective layer that fouling agents cannot grow on. A barge's motion helps such paints work; a cabin cruiser sitting in the slip may allow sea growth.

This Month's Question:

How far do coatings need to be removed from a hot work point?

Submit your answers to newsletter@soundtestinginc.com before June 25, 2015. All correct answers will be entered into a random drawing and one person will win a \$25 gift card!

One entry per person, please.