

SCP TRIBUNE ©

Cross Purposes

When we took to the air 100 years ago, travel suddenly got more complicated. Safe flight depended on so many details (for instance, make sure your tanks have gas...) that the industry invented the Check List. Even today pilots check their safety boxes before taking off.

Besides avoiding negligence, those check boxes became a legal necessity later on. Why?

Because they helped supervisors document that all the safe flight details had actually been accomplished. They kept pilots on their toes.

But Ship Repair supervisors should think a little before asking the Competent Person to use a “checkbox”-type report form.

Though fine in the filing cabinet, such a form may not work in a ship repair operation. Why? First, a safe workplace involves not just a single “pilot,” but communication with many people from different crafts. (Continued)

TRAINING

Shipyards Competent Person



3-Day Initial

- Dec 7-9 @ SSC
- Jan 4-6 @ SSC
- Jan 10-12 @ Alaska
- Feb 1-3 @ SSC

1-Day Updates

- Dec 8 @ SSC
- Dec 14 @ Fremont
- Jan 5 @ SSC
- Jan 11 @ Fremont
- Jan 11 @ Alaska
- Feb 2 @ SSC

Fremont @ Fishermen’s Terminal
(SSC: Georgetown Campus Just off I-5:
Corson Ave)

TRAINING	Yes	No
Have all persons that will be working in the space been trained in confined space entry and the potential hazards that may be encountered?		
Does at least one person in the crew possess a valid first aid/CPR card?		
If yes, list employee(s) name here:		
If respirators are required, have all persons been trained in their proper use?		

STANDBY AND RESCUE	Yes	No
Will an attendant be stationed at the entrance of the space?		
Will the attendant be able to see and/or hear the person(s) inside at all times?		
In the event of an emergency, does the attendant (or workers) know who to notify and how?		
Will a company rescue team be utilized in the event of an emergency?		
Will outside rescue services be used in the event of an emergency?		
If yes, has the outside rescue service been given advance notice regarding the work?		
Will a safety line and harness be required to remove a person from the confined space?		
If yes, when was the last time this equipment was inspected and tested?		

SIGNS	Yes	No
Will signs indicating the status of the confined space be placed outside the entrance?		
Safe for Workers and Safe for Hot Work		
Safe for Workers and Not Safe for Hot Work		
Not Safe for Workers		

Good for the Filing Cabinet

Vessel Name:		Vessel Berth:	
Date:	Time:	Reason for Inspection:	
Spaces Tested	Meter Reading	Space Condition	How to Make Safe, or How to Keep Safe

Good for Communication

Cross Purposes, Cont.

So, the SCP's safety concerns and instructions can't fit in available boxes. And consider this:

A line of "micro-font" print comes before each box. Each message is tough to read, especially posted 3-4 feet away. Which is why the traditional SCP form and the Chemist's Certificate have lots of blank area: We need the space to tell workers our concerns and detailed instructions.

And since boxes all look the same they tend to become "boilerplate" and people don't pay proper attention to important details. There is no substitute for writing concerns and requests in large print.

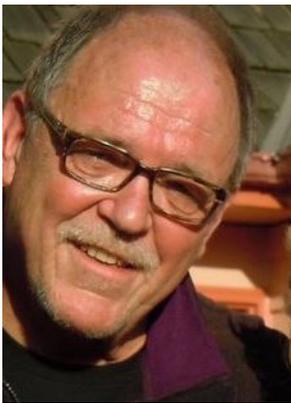
Yard Fireman, Come Back!

Today, when a Vigor Shipyard worker needs an expert safety decision before working in a vessel tank or hold, a message goes out on the yard radio: "Yard Fireman! Come back!"

For some 40 years a "Yard Fireman!" has answered the Vigor/Todd call for a Competent Person. And how did that come about? One name bubbles to the surface: Gordon Vickery.

In the '60's U.W. heart doctor Leonard Cobb told Fire Department Chief Vickery that delay meant death for many heart attack victims. The remedy? A doctor on every fire engine? Of course not.

So, Gordon Vickery did the next best thing: He tripled the training for his brightest EMT firemen, gave them the latest life-saving gear, and the world's first Medic One Program was born right here in Seattle.



Then, in 1974, OSHA came on the local scene. So Todd Shipyard needed Competent People to do fire protection. The company began to snatch up retiring Medic One Firemen and a tradition was born. Remember: These "Yard Firemen" had been trained as Medic One "doctors" in certain emergency situations. They were treasures for a shipyard with 3,000 workers and an emergency clinic.

For some 35 years 18 retired SFD Medic One veterans ("Yard Firemen") did Todd's OSHA duty. Jim King, Rod Baskett, Mike Daley...go-to guys for any emergency. Don Sharp, Vigor's Medic, keeps the tradition to this day.

Yard Fireman Don Sharp

New Drill

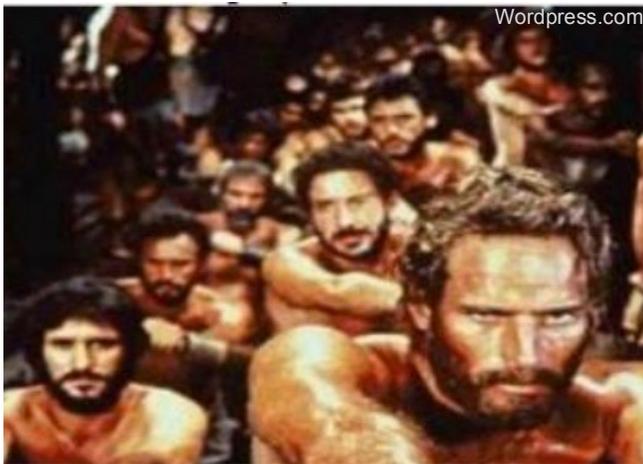
Turns out our biggest errors can hide among those things we know for certain, but in fact are just not true. Consider OSHA training, which we all have endured.

For years we have worked hard to present technical information simply and directly. We illustrate important points by demonstration and hands-on action. We don't just download stuff from the internet and talk about it; Instead, we put regulations in workplace language, we put pictures in place of paragraphs. (Continued)

New Drill, Cont.

But it's all built around that standard "Lecture" model, wherein the Chemist stands before "victims" and holds forth in authoritative tones about the OSHA world we all live in.

Problem is, for many people "lectures" just don't work very well. After all, craftspeople spend their days doing work; not sitting like potted plants as wisdom descends from on high. For active people the lecture model can be, if not torture (below,) at least a trial...



Lecture at its Worst

So Sound Testing has decided on a new approach. Here are the rules:

First, no topic should take more than 15 minutes of lecture.

Second, to be more effective the group should know ahead of time what the 15 minutes is going to accomplish.

Third, each 15-minute "block" ends with a quick quiz to keep everyone's heads in the game and to tell the instructor whether he has been successful. (Everyone has to raise an answer sign; no hiding behind your friends!) Then, on to the next topic.

So far things are hopeful. Test scores are up a bit. However, the big question remains: Will Chemists themselves be organized enough to make the new drill work? (a) Who knows? (b) Change takes work (c) Training needs to be improved (d) All of the above (Hold up answer "D"!)



Lecture at its Best

Congrats to **Richard Titus** of **Lake Union DryDock**: Winner of November's quiz.
Honorable mention to Brian Kopka, Pete Feeney, Glenn Dudley.

November's Question:

Q:, A vessel's thwartship "anti-roll" tank may also be called a **FLUME** Tank.

December's Question:

Not all ballast is salt water: Some ballast is fixed. Which fixed ballast, 7 times as dense as salt water, may come from an offshore supply vessel?

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