SCP Tribune©

DECADES OF WISDOM

A Chemist lost his entry badge to Vigor's Harbor Island shipyard. While waiting for a new badge he noticed the office bulkheads adorned with sharp, black-and-white old-time photos of guys driving rivets and such; pictures from the 1960's and '70's; Todd Shipyard's craftspeople. (At the time of the picture there were actually 7 "Todd Shipyards": New York, New Orleans, Galveston, Houston, San Pedro, Alameda and, of course, Harbor Island in Seattle. Today all that remains is Vigor Harbor Island, plus those photographs and memories of the past.)

And then, a shock! There, among 5 workers pictured on a ladder, was the 1976 youthful likeness of Todd Shipyards' Chemist Don Sly, the selfsame Chemist 41 years later awaiting his badge!

1976 Image: Workers on a Ladder

TRAINING

Shipyard Competent Person

Full 3-Day Courses
Dec 6-8 @ SSC*
Dec 12-14 @ Anchorage
Jan 3-5 @ SSC
Feb 7-9 @ SSC
*South Seattle College *Georgetown* Campus

1-Day Update Courses
Dec 7 @ SSC*
Dec 13 @ MITAGS- PMI
Dec 13 @ Anchorage
Jan 4 @ SSC*
Jan 10 @ Fishermen's Terminal
Feb 8 @ SSC*
Feb 14 @ Fishermen's Terminal

DIRECTIONS:
Fishermen's Terminal: Norby Conference Room
SSC: Georgetown Campus very close to I-5, Michigan St Exit, straight to Corson Ave S

OSHA 10 Maritime

10-hour training on 29 CFR 1915 provides methods on recognition, avoidance, abatement, and prevention of safety and health hazards in workplaces specific to maritime.
Any Questions? Call 206-932-0206

DECADES OF WISDOM, CONT.

It is rewarding to note the breadth of history in our difficult industry. The photo reminded Don that in years of training at Todd Shipyard he had benefited from the wisdom of legendary Marine Chemists. Jack Kniseley (Chemist in the Port of Seattle from 1938 to 1975): Rod Allen (Todd's senior Chemist from 1960 until he retired in 1982): And Frank Roberts (1955 'til 1980)... legends in the Chemist community. Each of these great men would, like Chaucer's Priest, "... gladly learn and gladly teach." Don hopes to be worthy of his trainers' memories. (Actually, Frank Roberts still contributes his wisdom while retired on Whidbey Island.)

Youthful Likeness

NOT MY FAULT??

Years back on a Friday workers cleaned a towboat's 4 after fuel storage tanks. Then a Marine Chemist certified them "Safe for Hot Work." Repairs? Crop out the old, small 3/4" fuel suction lines running through the inboard bulkheads and forward up the shaft alley to the fuel manifold. Replace with 1-1/2" full-size suctions.

Monday morning a burner in the shaft alley cut into the tank deep spots to remove the old lines. As he cut out the second tank's suction a burst of flame and smoke drove everyone from the vessel (with 2 workers suffering smoke inhalation.) Heroic, firemen, using fire-fighting foam put out the blaze.

The superintendent, with the Chemist Certificate in hand, was irate. He had done his part, getting the tanks certified "safe." He blamed the Chemist because in fact the tanks were not safe.

Patiently, the Chemist explained that his certification was "certain" only at the time he wrote the Certificate. After that, the shipyard was supposed to check the tanks "frequently" to make sure they stayed safe.

(Continued)

NOT MY FAULT??, CONT.

Instead of frequently checking for fuel leakage, the shipyard had simply assumed no change in safe conditions. (Not a profitable assumption in ship repair.) So they failed to find the fuel that had leaked from its suction line into the second tank. As bad as the Chemist felt about the fire and the smoke, he did not feel responsible for the leaked fuel.

Today things might not be so simple for the Chemist. Why? There is a relatively new rule from the National Fire Protection Association putting another "monkey" on the Chemist's shoulders. And the new rule is this: These days when a Chemist certifies a tank for “Safe Hot Work,” the Chemist is supposed to make sure valves controlling access of fuel to that tank have been "closed, and tagged shut."

25 years back, at the time of our story, that rule might have prevented the fire, the damage and the smoke inhalation.

But, like all new rules, this one is taking time to work its way through the Marine Chemist culture. Sometimes Chemists forget that detail. So Competent People would do a great favor by reminding everyone (Chief Engineers, Chemists, and other Competent People) that oil tanks under repair are to have their valves positively closed and tagged "shut".

By the way, such a close/tag measure still does not let the SCP off the hook! Why? Because old valves (and even new butterfly types) may still leak. So they still require the Competent Person's attention before they can be truly safe in that "World of Certainty" for which we all struggle.

SPECIAL THANKS!

Special Thanks to Alaska Boat Company for their food donation this season. Donations go to the Food Bank at St Mary’s in Seattle’s International District. If you have any food for donation, just call Peggy in our office and we will arrange to pick up and deliver.

Congrats to **John Brown** of **Foss** November Winner: for his poetic reply
and **Marion Bolte** of **General Dynamics NASSCO- Bremerton**: randomly chosen winner.
Honorable Mentions: Dave McGee, Glenn Dudley, Michael Santini,
Terry Atkins, Summer Richards

Last Month’s Question:
The danger rises with the temp
Of fuel-oils, be they black or brown
But another temperature of note:
When it goes up the danger’s down.

To what Temperature does our poem refer?

Answer: FLASH POINT
(lube oil’s 360°F flash point means it behaves better than ethyl alcohol with its 60°Fflash point.)

December’s Question:
Even assuming equivalent strength, a facilities engineer may be in trouble if he orders 1.5” fibrous Kevlar line to replace all his 1.5” wire rope used for permanent moorage. Where might he go wrong?

Please send your answer to: newsletter@soundtestinginc.com or admin@soundtestinginc.com before December 25th.
Each correct answer will be entered into a random drawing and one person will win a **$50** gift card! One entry per person, please.