



# SCP Tribune<sup>®</sup>

## THE POWER OF “NO!”

Many years ago a Marine Chemist trainee was under pressure as the shipyard hustled to finish a rush job. The young Chemist gave craftsmen the OK to weld a padeye little too close to a diesel fuel tank.

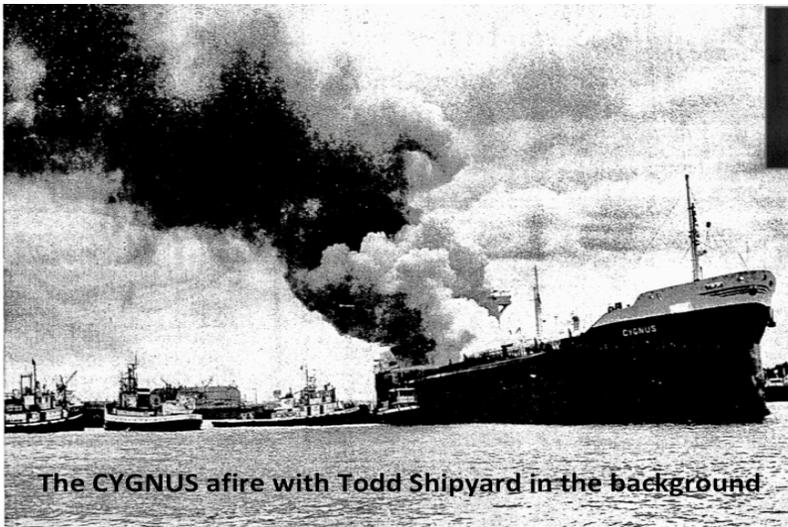
Nothing happened; there was no incident and the job was completed and everyone was happy.

Everyone, that is, except the Chemist’s supervisor, Todd Shipyard’s legendary Rod Allen.

When Rod found out the details he looked right at the young man and said pointedly, “Listen: Any dummy can take the line of least resistance for convenience sake.” Rod’s message? Sometimes we have the hard duty to give bad news to those who depend on us.

Both the NFPA and OSHA follow suit: If any space is described using the word “**NOT**”, the space must immediately be posted “**NOT SAFE TO ENTER**” or **NOT SAFE FOR HOT WORK!**” right on its manway entrance.

Rod had lived those words. On the 29<sup>th</sup> of July 1973, the Greek tanker CYGNUS had made up to Todd Shipyards’ Duwamish River Berth, preparing for engine room repairs.



The CYGNUS afire with Todd Shipyard in the background

## TRAINING

### Shipyard Competent Person

#### Full 3-Day Courses

Mar 7-9 @ SSC\*

Apr 4-6 @ SSC\*

May 2-4 @ SSC\*

\*South Seattle College  
Georgetown Campus



#### 1-Day Update Courses

Mar 5 @ Tacoma

Mar 8 @ SSC\*

Mar 15 @ Fishermen’s  
Terminal

Apr 5 @ SSC\*

Apr 12 @ Fishermen’s  
Terminal

Apr 26 @ Bremerton

May 3 @ SSC\*

May 10 @ Fishermen’s  
Terminal



### DIRECTIONS:

#### Fishermen’s Terminal:

Nordby 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 the maritime.

Any Questions? Call 206-932-0206

# THE POWER OF “NO!”, CONT.

In the summer slump, business at the shipyard was slack and supervisors were anxious for the work.



But after news there had been a small fire, Rod Allen surveyed the ship and summarily ordered lines dropped and the vessel towed from the yard. Anchored off what is now Salty's, hours later the **Cygnus** exploded violently, rattling windows on Queen Anne Hill.

The Seattle Times wrote: “General Manager Carl Meurk said the ship was in the yard for only an hour and a half...”. Rod Allen’s “bad news” had saved lives that Friday night.

## ROOM FANS ON THE JOBSITE?

Temporary ventilation blowers can be highly-engineered and labeled “Suitable for Use In Hazardous Locations.”

Other air movers may be less formal. In the ship repair world either can have a place.

The low-speed-high-volume blower pictured was perfectly functional as it gave the oxygen-deficient space belowdecks an air change in an hour or so.

But the Competent Person needs to pay attention to more than the oxygen reading. If present, combustible gas will limit your options. Is the blower “explosion proof?”

OSHA mentions “Explosion-Proof” only when talking about blowers that deal with gassy air in spray-paint operations. But our experience tells us gassy air comes also from cargo tanks and solvent cleaning. Blowers designed to move ordinary breathing air should be kept away from painting or solvent operations.

Also, you might recall it is good practice to use non-“Explosion-Proof” equipment only in the “supply” mode. This means contaminants are blown away from, not through, the air mover.



CONTINUING EDUCATION PROGRAMS  
DEPARTMENT OF ENVIRONMENTAL & OCCUPATIONAL HEALTH SCIENCES  
School of Public Health

Interested in the OSHA safety course that introduces the Shipyard Standard? As a joint venture the University of Washington and the University of Alaska offer the **OSHA 5410** course March 19-23<sup>rd</sup> in Anchorage. This course covers OSHA policies, procedures, and standards for the maritime industry. (Continued)



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School of Public Health

The course covers industry terms found in the OSHA Maritime Standard, deals with maritime industry standards using appropriate controls and abatement.

You'll learn to navigate OSHA's Maritime Standard, its policies and procedures, and to use of the OSHA Maritime regulations to strengthen your existing safety and health program.

(Details online at the University of Washington website:

<https://osha.washington.edu/osha/course/5410ak0318>)

## OUR LOGO SPEAKS

Diligent Shipyard Competent Persons and Marine Chemists bring hidden dangers to light.

Sound Testing's new logo depicts a molecule of styrene (familiar to most of us as the resin that glues glass fibers into strong fiberglass.) Why styrene?



Aside from boiling off a nasty vapor, liquid styrene tends to coat steel tanks with a hard layer of solid styrene.

Several chemicals will coat steel. So, what's special about styrene?

2 things: First, because styrene is a hydrocarbon ( $C_8H_8$ ) it is also a fuel and burns readily. Second, solid styrene looks exactly like rust. And it hides in wing voids and double-bottoms, or lies under layers of debris or scale. Solid styrene, to the untrained shipyard worker, looks like rust, but will behave like gasoline.

So the Sound Testing logo reminds us Competent Persons and Marine Chemists that, relying on our stores of experience and knowledge, we can deal with such dangers. We make uncertain situations certain.



Congratulations to **JOSH AMANS** of **FOSS**, February's Winner  
Honorable Mention: Jim Garcia of Manson Construction

**Q:** Both hydrogen sulfide and carbon monoxide are "acid gases". And there are chemical cartridge respirators to protect against "acid gases." But while some smart chemist could easily design a chemical cartridge to trap carbon monoxide, you will never see one in the ship repair workplace. Why? **A: Carbon Monoxide is odorless you could not tell when the cartridge is used up.**

**March's Question:** The foreman wants you, the Competent Person, to certify a void on a drydocked vessel "safe for hot work" for bottom seam welding. Trudging out to the vessel, you find the space absolutely clean, dry, and filled with fresh air. And yet, you must disappoint the boss. Can you list 3 situations, any one of which would prevent you from certifying such a space "Safe for Hot Work?"

Please send us your answer to [newsletter@soundtestinginc.com](mailto:newsletter@soundtestinginc.com) or [admin@soundtestinginc.com](mailto:admin@soundtestinginc.com) before March 25, 2018. Every correct answer will be entered into a random drawing and one person will win a **\$50** gift card!