



SCP Tribune[®]

Beyond the Minimum

The Science of making a space “Safe for Hot Work” is pretty straightforward. First, keep oxygen under control. Next, control gassy fuel and chemicals in the air (test to make sure your L. E. L. is less than 10% of what it takes for an explosion.) Then, scout around for anything which might catch fire. And last, make sure nearby spaces won’t be a problem. Fine.

The Science of Safe Entry reminds us to test a space for oxygen; test for gassiness (and for breathing we want ZERO % gas in the air.) Then we worry about toxic gases, like carbon monoxide or paint solvent vapor.

That pretty much fulfills our legal, OSHA duties. But then the experienced Competent Person recalls that all these regulations are MINIMUM regulations: they are the least we do to prepare a workplace for our friends. And we can always do better than the minimum.



Climbing an Oily Ladder

TRAINING

Shipyard Competent Person

Full 3-Day Courses

May 2-4 @ SSC*

Jun 6-8 @ SSC*

Jul 11-13 @ SSC*

*South Seattle College
Georgetown Campus



1-Day Update Courses

May 3 @ SSC*

May 10 @ Fishermen’s
Terminal

Jun 7 @ SSC*

Jun 14 @ Fishermen’s
Terminal

Jul 12 @ SSC*

Jul 19 @ 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

Beyond the Minimum, Cont.



Note Oil Slick Near Heating Coil Insert

And that became apparent when inspecting an oily storage tank (note image) for heating coil repairs. It was easy to convince ourselves that such minor repairs would cause neither an explosion nor a fire in the tank. And as the adjacent spaces were not involved, the tank was “Safe for Hot Work.”

Except, it wasn't. No craftsman should have to work in such dirty, slippery conditions.

And OSHA, in their background documentation, agrees. The Competent Person must, they say, take account of “non-atmospheric” hazards. Avoiding fires or explosions is not enough.

Ship repair is hard enough without our gear becoming oil-soaked, or us slip-sliding on oily steel as we do our jobs. So, reasonable cleanliness is not an option; it is a necessity and a right, beyond the minimum demanded by regulations. Fluids pumped out and the area

re-cleaned means finally: **“SAFE FOR HOT WORK.”**

Read After Lunch

A Chemist was inspecting a space for Safe Entry. Right away its distinct odor at the manway told him he was dealing with sewage.

After oxygen and combustible gas tests he crawled inside, as the chemist culture demands. The verdict was clear: Even though thoroughly pressure-washed, this tank was Not Safe for Workers.

Why? The sewage contents were so corrosive that the tank coating was gone, replaced with a half-inch thick layer of rusty scale. (see image) And the Chemist realized there was no way that much scale could be disinfected. It certainly contained some sewage. And no tank containing any human waste is “Safe for Workers.”



Incidentally, OSHA gives us no directions at all for dealing with solid or liquid toxics. We know, for instance, that sewage must be cleaned. But there are no written standards to tell us what is “clean” enough. And our tank cleaning friends should remember that solid/liquid toxics become airborne when pressure washed, and are even more hazardous. (Continued)

Read After Lunch, Cont.

That reminds us that sometimes the most forceful pressure-wash is not enough. Some tanks have to be “scaled” down to bare metal. By hand. With a scaling tool; a scraper. Until bare metal is exposed and disinfected, the scale pictured requires: “NOT SAFE FOR WORKERS.”

Thank You!

Quick reminder: When the plant is down, the crew on liberty and the stores at their expiration date, not a fishstick or a hotdog bun should go in the dumpster! Just call 206 932 0206 or 206 406 1451 and we’ll truck the stores right to the local International District food bank. And we’re happy to return with a manifest on letterhead; your generosity is deductible!



Forklift loads pallets of Ocean Phoenix donations for Saturday morning pick-up.

And special thanks to S/S Ocean Phoenix, SCP Kelsey Florence and Port Engineer Kelly Wirtz.

Congratulations to **Joe Cates** of **Platypus Marine**, April’s Winner!

Honorable Mentions: Martin Lider and Chemist Brian Axelrad and 23 others too numerous to mention!

Q: A fuel tank capacity is listed on the prints as 50 cubic meters. Roughly how many gallons of fuel will fill the tank 95% full?

$$\mathbf{A: 1\ meter = 39.4'' = 3.3\ ft}$$

$$\mathbf{1\ m^3 = (3.3\ ft)^3 = 35.4\ ft^3/m^3}$$

$$\mathbf{1\ ft^3 = 7.5\ gal}$$

$$\mathbf{1m^3 = 35.4\ ft^3 \times 7.5\ gal/ft^3 = 265\ gal/m^3}$$

$$\mathbf{50m^3 @ 95\% = 47.5\ m^3}$$

$$\mathbf{47.5m^3 \times 265\ gal/m^3 = 12,600\ gal}$$

May’s Question: For the historically-minded, there used to be a shipyard laborers’ union hall on 1st Ave in the Regrade area of Seattle. But the sign didn’t say “Laborers” – What was the old-time name for shipyard laborers?

Please send us your answer to newsletter@soundtestinginc.com or admin@soundtestinginc.com before May 25, 2018.

Every correct answer will be entered into a random drawing and one person will win a **\$50** gift card!

One entry per person, please.