



SCP Tribune[®]

Vertically Integrated

Some years back shipyards were more "Vertically Integrated."

Meaning, most types of repair work were done by craftsmen directly employed by the shipyard.

Todd Shipyard, for instance, had its own finish carpenters. Its own diesel shop; Its own paint shop and, at one time, its own tank cleaning corps. In fact, Todd employed its own Marine Chemist!

While there are exceptions (Lake Union Dry Dock maintains its own Sheet Metal Shop...) most of these specialized crafts have fled to subcontractors. This should worry us Safety Types a little, for 2 reasons:

First: OSHA puts safety responsibility squarely on the shoulders of **THE EMPLOYER**, But, a subcontractor's worker's EMPLOYER may be three time zones away! How can we trust him to keep things safe? (Continued)



"Z" –Drive Propulsion Unit Awaiting Installation by Western Towboat Craftsmen

TRAINING

Shipyard Competent Person

Full 3-Day Courses

Sep 5-7 @ SSC*

Oct 3-5 @ SSC*

Nov 7-9 @ SSC*

*South Seattle College
Georgetown Campus



1-Day Update Courses

Sep 6 @ SSC*

Sep 13 @ Fishermen's
Terminal

Oct 4 @ SSC*

Oct 11 @ Fishermen's
Terminal

Nov 8 @ SSC*

Nov 14 @ 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

Vertically Integrated, Cont.



Second: OSHA demands (Subpart B, 1915.12) that employees be given specific training on how they should behave in ship repair. Can every shoreside (floor covering for instance) employer be counted on to give such instruction?

So, it's impressive to see a shipbuilder doing so many highly specialized operations "In House." We refer, of course, to Western Towboat. In the most continuous new construction operation in Western Washington, Western Towboat's employees accomplish not only basic steel construction, but also the many highly technical jobs needed to outfit and power their towboats. They are part of every design-an-install decision, from tank arrangement to propeller casting.

Note the image to left showing propulsion unit in place.

Looks Like Rust; Burns Like Gasoline



A drydock survey of a fish processor hull found wasted weld seams. So the Project Manager asked the Competent Person to check the forepeak ballast tank "Safe for Hot Work" for the vee/weld repairs to follow.

The SCP looking from the manway saw right away that the tank was rusty, but appeared clean and dry. (Note image to left.)

However, you can't have certainty without a proper

tank walk. So the SCP clambered in for a closer look.

Good thing, too! Seeing light-colored foam on the overhead, the Competent Person became suspicious of the "rust" he had first noticed. (Continued on the next page)



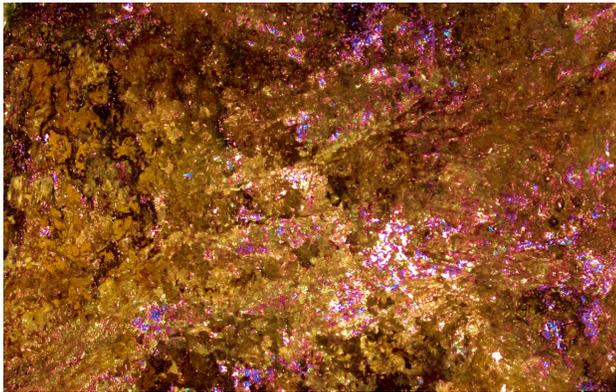
Foam Removed In Way of Weld Repairs

Looks Like Rust, Cont.

Poking the sideshell with his slag hammer, he quickly found the “rust” was, in fact, a half-inch covering of isocyanate insulating foam, turned reddish-brown by years of ballast water! **Not Safe For Hot Work!** until a Chemist certified that the foam had been removed in way of the work.

The curiosity and hard work of that SCP had served the shipyard well.

Also, trusting “rust” to actually be rust can, every marine chemist knows, get you in big trouble around styrene.



Polymerized Styrene Looks Exactly Like Rust

Styrene, the base for fiberglass resin, is a clear liquid. But experienced Chemists know that solidified styrene on tank walls looks exactly like rust! (See photo to left.)

Now, notice how a speck of that “rust” in a gentle flame burns like gasoline! Imagine a barge tank with thousands of pounds of styrene polymer feeding the blaze! Just another reason Tank Vessel hot work can be tricky and often is a challenge, even for the Marine Chemist.



A Speck of “Rust” in a gentle Flame

Congratulations to **Paul Lund**, July’s Winner!
 Honorable Mentions: Rob Hodge, Tami Smith, Ryan Armstrong.

Last Month’s Q: Complete the Poem:
 Hydrocarbons only blow up
 In their vapor state
 But solids stored in the magazine
 Can always **DETONATE!**

This Month’s Question: Competent people cannot give permission for all hot work. They may not, for instance OK hot work _____ next to a fuel tank bulkhead. Please fill in the blank.

Please send us your answer to newsletter@soundtestinginc.com or admin@soundtestinginc.com before September 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.