



SCP TRIBUNE[®]

Try To Remember

Can you think of a job which demands teamwork but tends to get disorganized? Which requires a few basic tasks but may also lead to death or disaster? A job which smart, experienced people must do while keeping several related projects under control?

Which of you guessed: "Flying an airplane"? And did anyone guess: Ship Repair? You are both right.



Courtesy of Boeing Company

In 1935 two of the world's most experienced test-pilots died when they crashed a Boeing plane. What happened? The pilots had forgotten a routine step: unlock the elevator gear before taking off..

The disaster forced the flight industry to deal with a basic question: If the brightest, most experienced people can screw up, what hope is there for the rest of us? What can be done?

TRAINING SCP CLASSES

Full 3-Day Courses

MAR 6-8 @ SSC*

APR 3-5 @ SSC*

MAY 1-3 @ SSC*

JUN 5-7 @ SSC*

1-Day Update Courses

MAR 7 @ SSC*

MAR 14 @ Fishermen's Terminal

APR 4 @ SSC*

APR 11 @ Fishermen's Terminal

MAY 2 @ SSC*

MAY 9 @ Fishermen's Terminal

JUN 6 @ SSC*

JUN 13 @ 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 industry.

Try To Remember, Cont.

More training and tighter supervision? No. Training is wasted on accomplished people. And they hate supervision. So, what finally worked? The airplane industry reinvented an old strategy: The Checklist.

Might Checklists have a place in ship repair safety? The usual answer: "Sort of..." So, what's the problem? Well, it turns out a successful SCP checklist has 3 qualities:

1. It must come from the deckplate level. A checklist dreamed up in Corporate Safety is not likely to do much good.
2. A checklist can't be picky. If it's too long and detailed, everyone runs out of patience checking things off.
3. A Checklist can't stand by itself; it must fit in with SCP's overall documentation.

PRE-INSPECTION CHECKLIST			
✓	Meter	✓	Scope of Work?
✓	Voltage	✓	Notebook
✓	Fresh-air Calibration?	Don't clutter your list with items you would never forget	
✓	Bump Test?		
✓	Remote Sample Line?		

A workable pre-inspection checklist??

A Cheaper Vent Repair?

5,000°F Hot Work can complicate things when hydrocarbon fuel is nearby. Industry practice is that such oily spaces must be either "cleaned or inerted" before repairs. But picture a 225,000-gallon black-oil tank where you must renew a vent opening at the tank top. Cleaning such a black oil tank would run you \$30,000. (Cheap.) Still, that's an expensive vent.



But, hold on. There may be a Third Way: **"Partial Cleaning."** But when may the Project Manager save time and serious money by cleaning a tank only "partially"??

Answer: When 3 things are true:



1. The repairs must be only in one spot (like our vent,) and not spread throughout the tank.
2. We don't allow partial cleaning if craftspeople must drag their gear through oil and sludge to get to the jobsite. If a worker would get oily and filthy, we clean the whole tank.
3. You can "partially" clean only tanks that contained heavy oil, like bunker fuel or lube oil, with flash points above 180°F. Diesel? Jet fuel? Gasoline? Clean the whole tank.

A Cheaper Vent Repair, Cont.

In any case, let's talk! (If you wish to clean only a small part of a tank before hot work, you must first get the Chemist involved. You need a Chemist's Certificate.)

Better Than Good

"**Standard Items**" (more properly, "**NAVSEA Standard Items**") is an unsexy name for some important rules published by a most important customer: The Navy.

There are about 120 Standard Items. They tell us all in great detail how to accomplish ship repair projects on Navy and USCG vessels.

Standard Items cover everything from **009-01 (General Items; Accomplish)** to **009-122 (Fiberoptic Cables; Remove...Install)** and between.

Each of these rules exceeds basic OSHA safety requirements for one simple reason: Navy and USCG vessels have big crews. They are not just workplaces: each ship is the crew's house. So the Standard Items are rules that go beyond the OSHA basics to give special protections for each crew and their house (the ship.)

Most Standard Items are a paygrade above us OSHA "Safe Entry" and "Safe Hot Work" types.

But we should take to heart 2 items in particular when working on Navy and Coast Guard vessels: **009-07: "Confined Space Entry...Fire Prevention"** and **009-88: "Sewage Tanks, Spaces and Piping"**.



Courtesy of the Seattle Times

Through enhanced super-OSHA ventilation and fire protection, these Standard Items protect crews from fuel vapors, smoke, and the dangers of sewage systems. Next month? The specifics of Items 07 and 088.

Congratulations to **Brandon Herrick** of **Fairhaven Shipyard** winner of February's quiz.

Honorable Mention: too numerous to mention.

Q: The Bosun pulled the brake in vain; The anchor did descend

The windlass roared as shots out poured, ripped from the **BITTER END**.

March's Question: When counting frame or transverse bulkhead numbers we assign the headlog of a barge or the prow of a vessel the value zero. In the European convention, counting from aft, which structure is assigned the number zero?

Please send your answer to newsletter@soundtestinginc.com or admin@soundtestinginc.com before March 25th, 2019. The winning answer is picked randomly from amongst other correct entries by Mr. Evan Liu.