

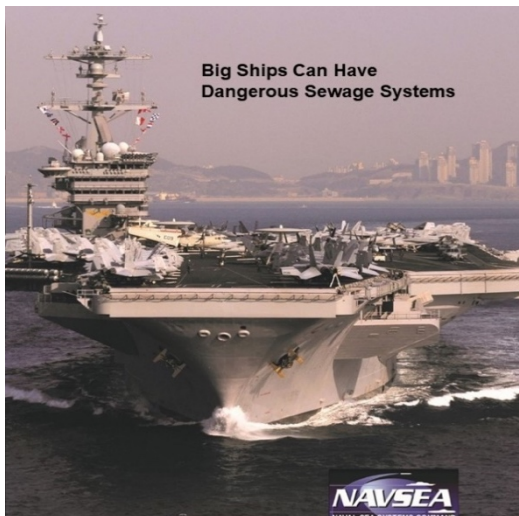


SCP TRIBUNE[©]

Overkill? Not This Time

Sometimes we in commercial ship repair consider some of the NAVSEA safety measures for repairs on NAVY vessels a bit cumbersome. But not this time.

Unknown to anyone, a leaky sewage pipe had filled an aircraft carrier's cofferdam 90% with raw sewage. Isolated and unknown, the toxic stew had cooked



for 2 years and more! The "chemical decomposition products" (hydrogen sulfide and carbon monoxide) in the rotten mess would each be off the scale... more than 1000 ppm. (Particularly worrisome was the H₂S, which can be fatal above 100 ppm.)



Some may think it total overkill, but the Navy insists that everyone: (the Chemist, the workers opening the tank, and the safety watch at the enclosure opening) must have a full-face supplied air protection for any opening of a sewage system. What a pain! But in this case the "pain" turned out just basic baseline safety. Supplied air was the go-to minimum protection for an IDLH situation. (Continued)

TRAINING SCP CLASSES

Full 3-Day Courses

AUG 7-9 @ SSC*
SEP 4-6 @ SSC*
OCT 2-4 @ SSC*
NOV 6-8 @ SSC*

1-Day Update Courses

AUG 8 @ SSC*
AUG 15 @ Fishermen's Terminal
SEP 5 @ SSC*
SEP 12 @ Fishermen's Terminal
OCT 3 @ SSC*
OCT 10 @ Fishermen's Terminal
NOV 7 @ 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 industry.

Overkill?, Cont.

To safely open the cofferdam manway the Chemist and the Cleaners balanced 2 worries: First, because the ventilation had to come down a trunk from the weather deck, its capture capacity at the 8th level was very weak. So, watch out! If the cofferdam was under pressure, abruptly loosening the manway could release toxics that could kill off not only the limited capture ventilation, but also the workers depending on it. And when gross hydrogen sulfide might get loose, make sure that supplied-air is handy.

Indeed, the cofferdam was under pressure. Took 2 hours to deal with it. But with careful, nut-by-nut loosening of the manway studs, and by adjusting the ventilation, the tank cleaners kept the deadly hydrogen sulfide off-gas under control until the pressure within the void was gone. Their patient success at such a difficult and dangerous task testified that the Washington Marine Cleaning guys' training and equipment had geared them up to deal with any vapor challenge.



Finally, the tank cleaners could begin the really hard part: safely entering the cofferdam; Then disinfecting and cleaning the totally toxic mess waiting for them inside.

Earmuffs Not Enough



Most industries try to engineer harmful noise away. They isolate it in booths, they muffle moving parts, they keep most workers at a distance. But ship repair projects tend to be so short-term, random and unpredictable that we can't entirely plan away workers' exposure: Instead, we provide everyone with ear protection. And just when everything seems under control...

...out comes the growler.

A "growler" is a shaft turned full-speed by a lawn-mower engine. And off the shaft are cast-iron knobs that smash every bit of rust or loose scale, leaving a wasted plate smooth and ready for paint. But a growler beating up steel plate makes off-the-scale noise, so intense that standard ear plugs alone will not protect. Workers exposed to such sustained and damaging racket need dual protection; inner-ear and muffs, as noted in the image. (Continued)

Earmuffs, Cont.

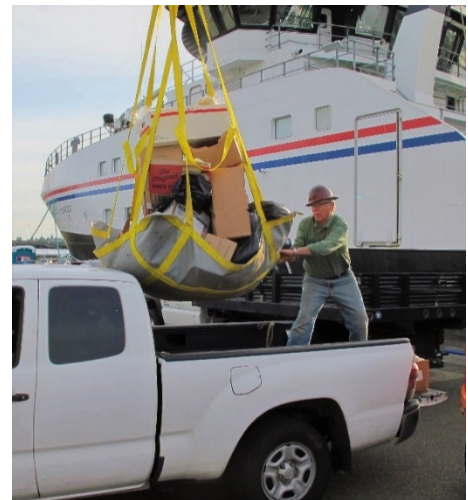


Other examples of such an unearthly din? Perhaps carbon-arc gouging within a tank; perhaps any strong person with a 15-lb hammer; perhaps a runaway anchor chain playing out. No other industry has noise as loud as ship repair.



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 special thanks to F/V America's Finest: Engineer Dave, Port Engineer Heath and Mate Scott.

Congratulations to **Daniel Pavlik** of **Washington State Ferries** winner of July's quiz.

Honorable Mention: Too many bright people to mention!

Q: At 1% in air you're dizzy, At 3% you're wobbly and deaf, At 5% - 8% you're on the deck and officially, you've got hypercapnia. What gas is in the workplace? **A: CARBON DIOXIDE**

August's Question:

Heat that Ice; you get every time
Liquid water to wash away grime.

But ice of the dry kind You will certainly find
Will not melt!

It is said to _____

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