



SCP TRIBUNE[©]

A World of Certainty

A shipyard wished to heavy-duty-weld a 3x3x1/2" angle-iron davit-support on the exterior sideshell below a stateroom window. Of course, the Competent Person was extremely curious: Was the void below the window Safe for Hot Work? Or not?



Fibrous Insulation

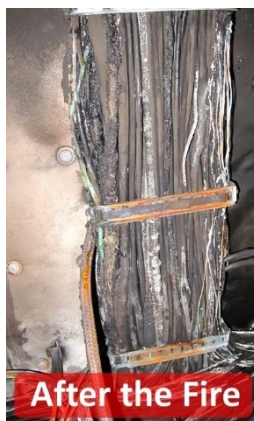
He asked the carpenters to remove some stateroom battens. Then, dislodging a panel, he inspected the void below the window for fire danger.

Between the paneling and sideshell the Competent Person saw the good news he expected: Fibrous insulation! (Such insulation is generally well-behaved.)

But taking for granted what you expect to find is not the end of a good investigation. There is fibrous insulation, and fibrous insulation: Not all the same. So, next came the fire test. The SCP put a fair-sized sample in a shovel red-hot from a torch flame. No sustained flame; no fire. The insulation passed its worst-case test.

But if the insulation is indeed fibrous, why do a flame test at all?

It turns out that even glass fiber insulation can be a problem, as it was in the overhead of a towboat engine room some years back. The fiberglass behaved itself, but welding on the deck above lit up its rubber vapor barrier.



TRAINING SCP CLASSES

Full 3-Day Courses

NOV 6-8 @ SSC*
DEC 4-6 @ SSC*
JAN 8-10 @ SSC*
FEB 5-7 @ SSC*
MAR 4-6 @ SSC*

1-Day Update Courses

NOV 7 @ SSC*
NOV 14 @ Fishermen's Terminal
DEC 5 @ SSC*
DEC 12 @ Fishermen's Terminal
JAN 9 @ SSC*
JAN 16 @ Fishermen's Terminal
FEB 6 @ SSC*
FEB 13 @ Fishermen's Terminal
MAR 5 @ SSC*
MAR 12 @ Fishermen's Terminal

DIRECTIONS:

Fishermen's Terminal:

Nordby Conference Room

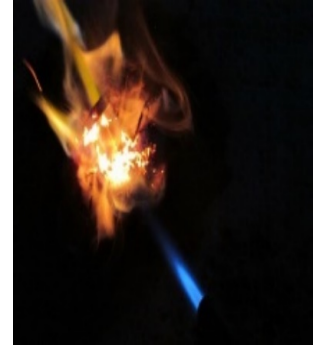
*SSC: Georgetown Campus very close to I-5, Michigan St. Exit, straight to Corson Ave. S.

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.

World of Certainty, Cont

The flaming rubber dripped on a bundle of electrical cables. The bill? More than \$100,000. Aside from vapor barrier problems, not all fibrous insulation can be trusted. For instance, an old formulation of plasticized wood fiber is indeed fibrous, but nonetheless burns brightly (note image.)

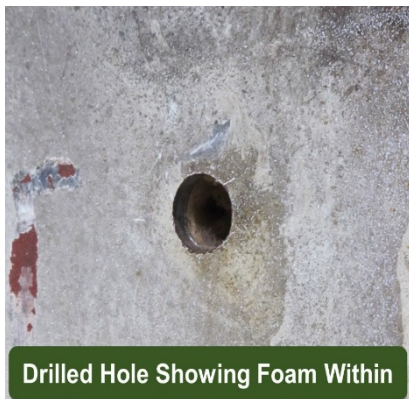


The subject here is not fibrous insulation: the subject is our need to **Deal in the World of Certainty**. A hands-on flame test will give you combustibility information you can't get anywhere else.

Toxic Surprise

Steel plates and stiffening structure (longitudinals, brackets, stanchions...) give a vessel shape and strength. Usually the result is useful compartments: Tanks and holds and machinery spaces...

But every now and again the plates are jumbled together without enough planning. The result? Unexpected voids and cubbyholes.



Drilled Hole Showing Foam Within

Recently one such surprise declared itself when fuel tanks were cleaned for safe hot work. Right away we saw one of the tanks had a false bottom. What was below?? No one knew. As-built drawings? No help at all. Only one option: Drill a hole into the void to see what we're dealing with.

Suddenly everyone recoiled from the stench of water, loaded with hydrogen sulfide, squirting from the 3/8" hole.

2 steps saved the day. First, we had 2 blue blowers rigged in place and visqueen-ducted to weather.

When dealing with something very nasty, like H₂S or Chromium fume from stainless welding, suction "capture" ventilation ducted to the main deck is the only way to go. (Pressure-type ventilation would have blown the sulfide throughout the vessel.)

Second, the tank cleaners' pump truck was at the ready. But how to access the contaminated waste from within the void? Hole saw? Grind a small opening? At least we had a chance to consider options. Without proper capture ventilation we all would have been outside on the pier, up-wind at that. (Continued)



Surprise: Foamed Void!

Toxic Surprise, Cont.

Though dangerous, the rest was routine. Grind a 4" opening so cleaners could pump the contaminated contents. A half-hour of pumping and we could see how the below deck frames divided the void into a bunch of tiny tanks, each heavily-insulated with 2-component foam. Torches cutting the false deck free from the structure below showed clearly that we had simply traded IDLH (immediately dangerous to life or health) levels of hydrogen sulfide for black IDLH cyanide smoke from burning isocyanate foam.



BLOWER ON CAPTURE

The one constant was serious, suction ventilation; blue blowers hung just above the work, securely-fitted with visqueen "lay-flat", ducted outside. What you don't capture, someone's going to breathe. A risky job done safely with capture ventilation.



MAG-DRILLED HOLES

Full Service

Why is that perfectly good shackle cluttering up the debris in the Chemist's pickup? We remind our ship repair friends that everyone likes to be of service.

So when you order up a Chemist, take advantage. Whether off to Anacortes or Tacoma, we're happy to detour by your warehouse or supplier and load your shackle or pump or weld machine. We will happily save you the trouble and cost of a separate trip. Full service.



Congratulations to **Javier Montano** of **Foss** winner of Last Month's quiz.
Honorable Mentions: Too many to mention!

Q: 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 **SUBLIME**

November Question: For a particularly wide load, the rigger wants another tagline. He has the line, but no way to attach it. He tells the chaser, "Call stores! We're gonna need a 3-inch crosby...quick!" What's he talking about?

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