



SCP TRIBUNE[©]

Hundreds of Them

We find OSHA's practical ship repair wisdom about **Safe Hot Work Repairs** in OSHA's Subpart D: **"Cutting, Welding and Heating."**

It's not a big read. A few pages...maybe 10 sections total. And the last section deals with the dangers of "hollow metal structures." OSHA makes 2 demands:



Hollow Structures

First, 1915.54(b): Before heat is applied to a hollow structure, a vent shall be provided for the release of any built-up pressure. Then OSHA gives a limited list of

examples: "...skegs, bilge keels, fair waters, masts, booms, pipe stanchions or railings...." The inexperienced or unwise or might think OSHA's examples cover the subject.

But OSHA's list of hollow examples is much too short. Every steel shop foreman can name 30 kinds of "Structural Voids" spread all about a vessel, from the bow fairlead to the stern gantry.

Next OSHA says that before welding or cutting on structural voids, "...a Competent Person shall inspect the object and test it for fire or explosion danger."

This can be troublesome. Last Spring a worker had to flush a D-ring off the top of a container ship's 50' x 50' hatch cover. Now, that hatch cover (with tons of containers stacked on it) got its strength from a honey-comb of "hollow structures" (Continued)

TRAINING SCP CLASSES

Full 3-Day Courses

JAN 8-10 @ SSC*
 JAN 22-24 @ Anchorage, AK
 JAN 29-31 @ Port Angeles
 FEB 5-7 @ SSC*
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1-Day Update Courses

JAN 9 @ SSC*
 JAN 22 or 23 @ Anchorage, AK
 JAN 30 @ Port Angeles
 FEB 6 @ SSC*
 FEB 12 @ Fishermen's Terminal
 MAR 5 @ SSC*
 MAR 12 @ Fishermen's Terminal
 APR 2 @ SSC*
 APR 9 @ 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

Hundreds of Them, Cont.



Hollow Hatch Cover: Note the D-Ring

Realizing that cutting the D-ring was risky business, the worker drilled a test hole right next to it. The void tested "OK" and the worker cut off the D-ring with perfect safety. So safely, indeed, that no one worried about another D-ring 18 inches away.

That nearby void exploded, lifting 50 tons of nearby containers and dropping them like pick-up sticks.

Some voids are so tiny they escape notice.

A teaspoon of fuel was trapped between a tanktop and doubler. During welding the diesel announced itself with a "pop!" The lesson? Even tiny hollow spaces should be drilled (as pictured) and then aired out.

Our Chemist friends in Texas deal with so many hollow structures they carry drill motors and bits in their packs. They even carry tiny compressors to air out spaces when they find trouble. Hollow Metal Structures, indeed.

Drilling a Tiny Void to Vent a Trace of Diesel



The Notes We Live By



Our Marine Chemist Mike Schmitt was, in an earlier life, Director of Quality Assurance for a major commercial laboratory. His job was to make sure the lab did good work so clients could trust the lab's findings.

So Mike knows that the quality of our test results depends a lot on whether those tests were done right. So in the scientific world it's important to show not only results, but also how you got them. Meaning, a big part of good practice for us testers is to take good, honest notes.

Horizontal rain (the norm in

Ketchikan) doesn't make for useful notes. The soft and soggy, the faint and the fuzzy may not impress the Boss.



Ketchikan Weather Forecast

The Notes We Live By, Cont.

And think about all that useful data dissolving off the page: meter readings? Safe for Hot Work? What sort? Frame numbers? Need staging? Fire Watches? Space names? Diagrams, and so on. No surprise that in our ship repair world some employers (rhymes with lawyers...) are demanding that we take good, organized workplace notes. Competent Persons Scott Jackson (Ketchikan) and Karl Kester (soggy in Seattle) have found that **all-weather-notebooks** are required for reliable documentation.



Thank You!



Quick reminder: Even though 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.

A BIG thank you to the F/V ARCTIC STORM and the F/V ARTIC FJORD and the F/V PHOENIX for their donations.

Congratulations **Doug Vossbrink** of **General Dynamics Nassco-Bremerton** winner of Last Month's quiz.

Honorable Mentions: John Trimble, Alessandro Potenziani, David Haggith, Henry Vanderbeek, Jake Tally, Clayton Long & Ron Absher

Q: 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? **A: A 3-inch Shackle**

Seasonal Fill-in-The-Blanks: Rushing off to work, Rudolph, Communist Director of the KGB, calls his wife: "Ivanka! Quick! My longest overcoat! It's a downpour!" Ivanka replies, "Dearest Rudolph! It's only sleeting. Your regular coat will be fine." Rudolph: "Silly woman! It's a driving rainstorm!" "I see only a little sleet." "It's rain!" "Sleet!" "Rain!" Exasperated, Rudolph silences Ivanka by declaring: "_____ the ___ knows rain, Dear!"
Merry Christmas!

Please send your answer to newsletter@soundtestinginc.com or admin@soundtestinginc.com before Christmas Day: The winning answer is picked randomly from amongst other correct entries by Mr. Evan Liu.