SCP TRIBUNE©

Push Comes to Shove

When a tank barge (last cargo; gasoline!) needed repairs in a remote Alaskan location, the barge's owner organized everything. First, he had the barge dragged up on air-bags. The beach became the drydock!

On the Beach

Next he ventilated the tanks and hired local cleaners. Then the owner called a Marine Chemist, whose certificate declared the barge "Safe for Hot Work." Finally, the barge company brought in a local welding company for steel repairs.

To protect their people the welders hired a Shipyard Competent Person to monitor worker safety. Fine.

Then things got sticky. After 10 days on the job, the welders billed the barge company time-and-material for their services. The Port Engineer angrily refused to pay. He hadn't authorized any Competent Person!

So, for all his safety care, the welder boss found himself some $2,800 in the hole. Nasty business.

Some OSHA wisdom might have smoothed things out. How? (Continued).

TRAINING
SCP CLASSES

Full 3-Day Courses

FEB 18-20 @ Bremerton
MAR 4-6 @ SSC*
APR1-3 @ SSC*
MAY 6-8 @ SSC*

1-Day Update Courses

FEB 12 @ Fishermen's Terminal
FEB 19 @ Bremerton
MAR 5@ SSC*
MAR 12 @ Fishermen's Terminal
APR 2 @ SSC*
APR 9 @ Fishermen's Terminal
MAY 7 @ SSC*
MAY 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.

Push Comes to Shove, Cont.

First, that the welders had a Competent Person should have been no surprise to anyone. OSHA says, in fact, that posted on the jobsite should be a **ROSTER** telling everyone the name of the Competent Person who is making sure the tanks stay clean and the workers safe. Worker safety is, after all, the most basic employer responsibility.

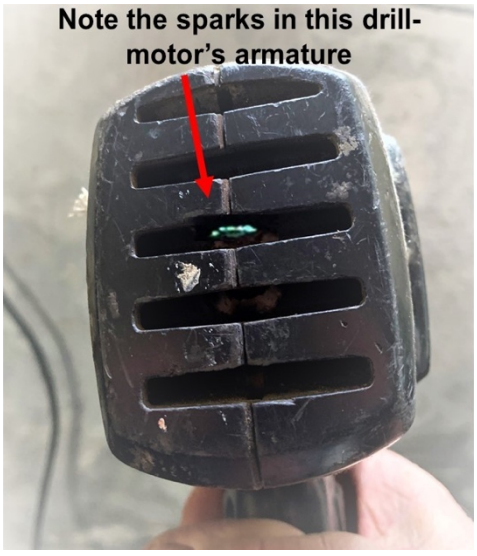
But, which employer?? The Barge Company, or the Welding Company? With Rules being Rules, the welder boss might have known that the Competent Person was not his responsibility at all! The reason? OSHA's Subpart P says: The Barge Owner, in his role as Supreme Organizer, had elected himself not just an employer, but the **HOST EMPLOYER**. That means he automatically got responsibility for the safety of ALL onsite repair workers!

If the Barge Owner did not want that heavy burden, he needed to declare (in his Fire Safety Plan) that all sub-contractors must each be responsible for their own workers' safety. And that meant they each must have their own Shipyard Competent Persons! (And the subcontractors' **ROSTERS** would have to show that very arrangement.)

Speaking of rules, here's another: The **Coast Guard** and **NFPA 306** each say that since the Barge Company port engineer was the **CHEMIST REQUESTOR**, the Barge Company, not the welders, had the burden of **maintaining** the Chemist Certificate's safe conditions for the whole job! (By the way, if he doesn't want **that** burden, the Barge Owner must, through his **Fire Safety Plan**, tell each subcontractor to get his own Chemist's Certificate!) Communicate, Communicate.

Rosters? Fire Safety Plans? Chemist's Certificates? Though each is mandated by the OSHA law, they are rarely seen together in the workplace. That doesn't mean they can't be extremely useful when push comes to shove. And call us to talk about the slightest question.

When Cold Work Gets Hot



A Chemist's Certificate declared an old, single-hulled gasoline barge "Safe for Shipbreaking."

The Competent Person found the tanks Safe for Workers. So, 2 men climbed into a cargo tank to remove a bank of heating coils. Because the Certificate told workers the heating coils were "NOT safe for Hot Work," workers decided on "cold work" when cutting the coils and their supports.

As was their common practice, workers used a "Sawzall" to do the "cold work." The pipe was to be "mechanically cut with a tool."

As the Sawzall blade bit into the 2-inch pipe, gasoline flowed out, puddling-up on the tank floor. The workers stopped their project because lunchtime was at hand.

When Cold Work Gets Hot, Cont.

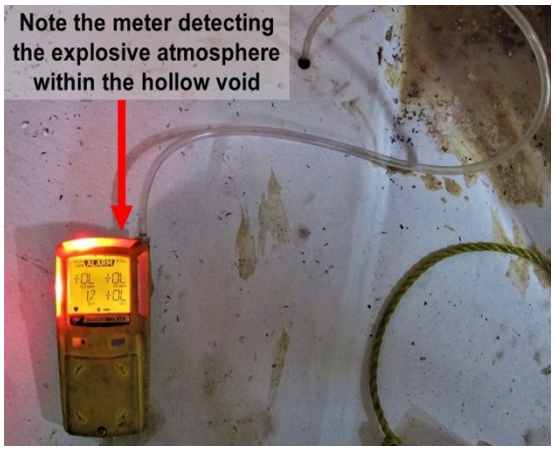
After lunch one worker returned to complete the cut, again using the Sawzall. The area was by that time surrounded by a thin puddle of gasoline.

Either a spark from the blade, (or, more likely, a spark from the Sawzall's electric armature,) ignited the gasoline and the worker was burnt. What started as "cold work" turned hot.

And that illustrates a very important point: Deciding if a tool amounts to coldwork or hotwork has lots to do with the atmosphere where the work is done, and not so much to do with the tool itself.

For instance, sandblasting causes a billion sparks. But sandblasting is "cold work" when done in fresh air. Conversely, a cellphone or camera cause no sparks at all and are not much use for starting a fire if you're cold. But these items, though semi-safe, are forbidden on a tank vessel because explosive atmospheres can turn up anywhere.

So, if you wish to use an electric drill motor or Sawzall, must the Competent Person first certify that space "Safe for Hot Work?" Not if the Competent Person is absolutely sure there is no gas to worry about in the space. No problem. Go ahead.



But if you're drilling or sawing a **Hollow Metal Structure**, pay attention: There are now TWO spaces involved: The one you're standing in, and the one you're cutting into. So, before you drill or cut with abandon, take precautions. You don't want sparks in the tool's motor or from the cutting blade or bit to ignite hidden gas boiling out of the hollow space.

As the meter in the image shows, a crew had just drilled a hole into a void. Because they knew the risks, the crew blasted a stream of compressed air at the bit. That shielded both the bit and the tool motor from explosive air from the drilled hole. Good thing, too. Note the meter readings! That void was a bomb!

Congratulations to **ROBERT SOTIR** of **VIGOR**, winner of Last Month's quiz.

Q: The lube oil line is full of inert gas. But the Chemist won't allow welding for fear the dripping crack might spread. "No Problem!" says the Port Engineer. "We'll just **PEEN** it shut and make a pass."

February's Question: These items pictured are the Caulker's tools, with his hat on his hammer. When the Caulker calls "hand me my beetle!" what's he calling for?
Please send your answer to newsletter@soundtestinginc.com or admin@soundtestinginc.com before February 25th, 2020. The winning answer is picked randomly from amongst other correct entries by Mr. Evan Liu.