



# SCP TRIBUNE<sup>©</sup>

## How Clean is Clean?

When bunker fuel (black, thick, sticky fuel that runs steam engines or slow-speed diesels) leaks from a bulkhead fracture, there is no mystery. The leaky tank must be cleaned "Safe for Hot Work" for the needed steel repairs.

Cleaning such black oil tanks is difficult and expensive. As a first step workers spray diesel on the oil's surface to help dissolve it. Then a hand-held pressure-wash gun



Black Bunker Oil Drips Down the Bulkhead

shooting a stream of hot detergent blasts the oil away. (That fills the tank with steam so the cleaners need respirators for every breath.) Finally, the waste washings are pumped out for processing and the Chemist inspects the tank's fire safety.



No wonder the Port Engineer asks early on, "Must we clean the whole tank?"

Says the Chemist, "Let's think about this..." And suddenly "if" becomes a very big word.

## TRAINING SCP CLASSES

### Full 3-Day Courses

APR1-3 @ SSC\*

MAY 6-8 @ SSC\*

JUN 3-5 @ SSC\*

### 1-Day Update Courses

APR 2 @ SSC\*

APR 9 @ Fishermen's Terminal

MAY 7 @ SSC\*

MAY 14 @ Fishermen's Terminal

JUN 4 @ SSC\*

JUN 11 @ 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:

#### **MAR 19-20**

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.

Please call our office for details.

## How Clean is Clean?

IF the tank's oil residue is heavy oil (meaning it has a high "flash point")... and...

IF the hot work is in only one part of the tank, and

IF that location has been properly cleaned, then the Chemist may agree the tank is safe for that bulkhead repair only, and the world may turn a little faster.

But for diesel or jet fuel or any such cargo? Clean the Whole Tank!




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## Piping Vs. Certainty

In commercial shipyards more than half of a Competent Person's hard work is aimed at MAINTAINING SAFE CONDITIONS at the workplace. And, says OSHA (1915.15), the first order of business is to stop oil draining from pipes in "Safe for Hot Work" tanks.

And on the same topic, the NAVY gives complete directions for leak control in Standard Item 009-24.

It turns out there are several types of "blocks": First, a piece of sheet metal (like a putty knife,) slipped into a flange and then tightly held by flange bolts; that is secure.



Putty Knife "Blind" in a Flange

We contacted several shipyards for more information. Newport News, for instance, routinely blocks the openings of oil pipes with "jacking plates". Locally, Stabbert Maritime uses a similar system. Says SCP Robert Anaya, "It was pretty simple." Turning the all-thread forces the plate and gasket against the pipe suction for a seal. It takes labor and time. But for long-term projects, the threaded plate is cheaper than taking a flange apart, and definitely cheaper than re-cleaning a tank and recalling the Chemist. (Continued)



# Piping Vs. Certainty

But Great Minds must agree: We can't "Deal in the World of Certainty" unless we control the fuel and cargo and sewage piping where we work.




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## Society of Port Engineers



Come see old and new friends! Contribute your wisdom to the panel discussion: Please mark your calendars for the 2<sup>nd</sup> Tuesday of the month. Our Next Meeting is set for April 7<sup>th</sup>.

Pyramid Ale House (1201 1st Ave S): Social hour: 5:30-6:30,  
Dinner: 6:30, (Dinner is \$ 35.00/ person.) Discussion: 7:15-8:00

(see [www.sope-ps.org](http://www.sope-ps.org))

Join the Society of Port Engineers of Puget Sound (SOPE) by attending the upcoming the monthly General Dinner Meeting, and contribute to our lively group discussion and hear presentations from around the industry.



Congratulations to **Doug Vossbrink** of **NASSCO**, winner of Last Month's quiz.  
Honorable Mentions: Bart Lovric & Glen Dudley who still deal with wooden hulled craft.

**Q:** 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? **BIG MALLET**

**March's Question:** Carbon Dioxide in the workplace comes from a fire extinguisher or from an inert gas operation or from carbohydrates (like sugar) fermenting. OSHA allows 5,000ppm in the workplace. Though that sounds like a lot, it is only \_\_\_\_\_% by volume.

Please send your answer to [newsletter@soundtestinginc.com](mailto:newsletter@soundtestinginc.com) or [admin@soundtestinginc.com](mailto:admin@soundtestinginc.com) before March 25<sup>th</sup>, 2020. The winning answer is picked randomly from amongst other correct entries by Mr. Evan Liu.