



# SCP Tribune<sup>®</sup>

## Behind the Times?

At times we ship-repairers may be a little backward. General Industry rules, for instance, specify that Employers must [1910.146(d)(6)] “provide at least one attendant outside...” before workers enter a space with dangers. (Our Standard has no such requirement.)

And if we ship repairers followed the General Industry, we would also post tripods with retrieval gear over open manways (Note image below.)



Wisely, our Maritime Standard doesn't require such gear. (How effective would a tripod be for rescue from a double bottom tank?)

But this past month a “holewatch” would have saved a Shipyard Competent Person 90 minutes of anxiety (Terror??)

40 feet down in a container ship void the SCP heard the ominous sound of the manway cover slamming and dogs being latched. By the time he had scrambled up the ladder no one was left to hear his muffled yells and frantic banging. (Continued)

## TRAINING

### Shipyard Competent Person

#### **Full 3-Day Courses**

Apr 4-6 @ SSC\*

May 2-4 @ SSC\*

Jun 6-8 @ SSC\*

\*South Seattle College  
Georgetown Campus



#### **1-Day Update Courses**

Apr 5 @ SSC\*

Apr 12 @ Fishermen's  
Terminal

Apr 26 @ Bremerton

May 3 @ SSC\*

May 10 @ Fishermen's  
Terminal

Jun 7 @ SSC\*

Jun 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.

Any Questions? Call 206-932-0206

## Behind the Times?, (cont.)



90 minutes later another worker chanced to hear the random banging below his feet and freed the Competent Person from his involuntary confinement.

Lessons abound:

Even when they can't arrange a tank watch, sometimes competent people might inspect tanks in tandem. Or, the SCP could deploy near the manway a marker like this cone (given to Chemist Amy years ago by a surveyor friend.) Everyone would know the tank was occupied.

Perhaps a bigger issue is this: Had the subcontract workers who thoughtlessly closed the lid been properly trained to appreciate the dangers of a confined space? OSHA says [1915.12(d)] that every employee should be trained in basic confined space behavior.

Years ago a Chemist, doing routine tankship inspections before dayshift, knew he could avoid the dangers of bad air with proper testing. But still he hired a "tank watch" for company in case he slipped or fell. Maybe those General Industry guys are onto something.

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## The Worst of 2 Worlds

Suppose our fishing industry from the very beginning had used only rockwool or fiberglass insulation instead of applied foam. We might have avoided over \$120,000,000 in fire damage to vessels in Puget Sound these past 30 years.

No wonder every job-safety-analysis for hot work on a fish processor includes the care needed to deal with polyurethane or styrofoam insulation.

But not everyone understands exactly why that foam is so dangerous. The reason? Foam, for all the good it does, has 2 very bad properties:

First, it's a hydrocarbon. And that means, talking fire danger, foam is fuel.  
(Continued)





## The Worst, (cont.)

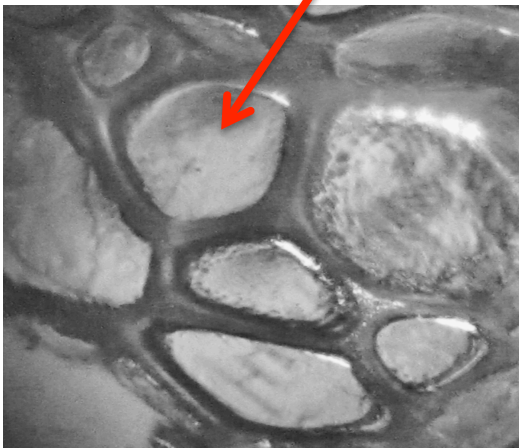
Second, foam has an exceedingly low ignition temperature. Why? Because the cell structure of foam is microscopically thin. To illustrate, we took microscope pictures.



Micro-  
scope  
Image of  
Paper  
Thicknes

Note foam cells in microscopic image below; the cell walls are about ten times thinner than a piece of paper.

And the foam membrane between the walls is 100-times thinner yet.



## Biohazard?



Young Evan Liu participates in Sound Testing HazMat Drill.

And that means the heat of even a tiny piece of white-hot weld slag can easily and quickly make enough foam vapor to ignite. (A block of wood on the other hand needs gross heat before it catches fire.)

And that's why the right attitude for hot work around insulating foam is abject fear.

Congratulations to **Amanda Dayton** of **Foss**, March's Winner  
Honorable mentions David McGee, Mike Schrock & Jason Overby-Morgison.

**Q:** The foreman wants you, the Competent Person, to certify a void on a drydocked vessel "safe for hot work" for bottom seam welding. Trudging out to the vessel, you find the space absolutely clean, dry, and filled with fresh air. And yet, you must disappoint the boss. Can you list 3 situations, any one of which would prevent the SCP from certifying such a space "Safe for Hot Work?" Why?

**A: When 1. Void is on tank vessel. 2. Hot work is immediately next to an oily space. 3. Adjacent space is greater than 10% L.E.L. – too gassy.**

**April's Question:** A fuel tank capacity is listed on the prints as 50 cubic meters. Roughly how many gallons of fuel will fill the tank 95% full?

Please send us your answer to [newsletter@soundtestinginc.com](mailto:newsletter@soundtestinginc.com) or [admin@soundtestinginc.com](mailto:admin@soundtestinginc.com) before April 25, 2018. Every correct answer will be entered into a random drawing and one person will win a **\$50** gift card!

One entry per person, please.