SCP Tribune

Vigor Seattle Maritime Festival
May 7-11, 2013

The Vigor Seattle Maritime Festival is the Propeller Club's annual showcase of the maritime industry and the important role it plays in the Puget Sound economy. Located on the Seattle waterfront the weeklong celebration is anchored by the Saturday Family Fun Day.

http://www.seattlepropellerclub.org/maritimefestival.html

Barge Explosions, Mobile, Alabama

usnews.nbcnews.com

CNN.com

businessinsider.com

April 25th saw two gasoline tank barges explode spectacularly at a mechanized cleaning plant near downtown Mobile. As is often the case, the news media, both print and television, initially reported inaccurate details. For instance, the cargo first described as "Natural Gas" turned out to be "Natural Gasoline," meaning ordinary gasoline before additives have been blended.

There were 7 explosions, (not just one) over some 2-3 hours in the middle of the night. The first explosion was around 2030hr with 6 more to follow ending at 0200hr in the early morning. Due to the extremely hazardous and dangerous situation, fire officials set up a safety zone around the site and allowed it to burn itself out. Amazingly, no one was killed, although one of the three workers injured is still in critical condition.

Here in the Puget Sound, cargo barges are cleaned by intensive labor; workers standing deep in the barge tanks with mobile vacuum trucks, compressors, turbine fans, and pressure-washing. Why don't we have mechanized cleaning plants to minimize worker exposure? It's a matter of economics; this area just doesn't do enough barge cleaning to make it worthwhile to build a mechanized plant. Besides, local tank cleaners do a wonderful job under tough conditions.

Officials are still looking into the cause of the first explosion.

Apparently there was no hot work. However, some suspect an energy source nearby one barge may have ignited venting gasoline vapors.

The lesson for us Puget Sounders? Renewed reverence for the awesome power of hydrocarbons vapor is a good place to start.

Read & Watch More

US Department of Labor re-establishes Maritime Advisory Committee

On April 12, 2013 OSHA announced that the charter of the Maritime Advisory Committee of Occupational Safety and Health (MACOSH) will be re-established.

The Maritime industry is a highly specialized industry with high injury and illness rates. This combination requires that the health and safety of maritime workers be given special attention. OSHA and the Department of Labor depend on MACOSH to help center attention in the industry to reduce worker death, injuries and illnesses.

Since the development of MACOSH in 1995, the committee has made over 100 recommendations to OSHA that have been used to develop guidance products and standards that improve the working conditions in the industry. Some of these recommendations include training and outreach initiatives, enforcement initiatives, prevention programs and other issues involving the working conditions in the Maritime Industry.

To view more information on MACOSH visit

https://www.osha.gov/dts/maritime/macosh/index.html.

ASK A CHEMIST!

Looking for clarification? Ever wonder why rules are written they way the are? Ask away! Every month a worthy question will be answered here!

The Great Ventilation Question:

Should the blower be shooting air into a space, or should the blower be sucking air out?

Answer:

There are not many general rules. Some situations are solved by one method, some by the other. There is no "one size fit's all" solution. Studies conducted by the University of Washington demonstrated that the there is no simple way to eliminate all welding fumes and exposures. You already knew that.

Here's what you want to know: It is not completely correct to say that toxic air problems always come from either a "point" source (like a welding arc;) or, from a "general" source, (like a big pool of diesel). If the world were that simple, you could always capture point source stuff with a decent suction duct.

For instance, toxics from point-source arc-gouging are so violent and hot that even though you know exactly where the "point" is, you can't capture completely that smoke with ordinary ductwork.

That's why most people blow air into a space where a cutting torch or a scarfing arc is being used, trying to ventilate the smoke away. Of course, this just dilutes the fumes, and anyone downwind will breathe some toxics.

No one seems to know how to deal with smoke from a torch or scarfing arc. Maybe a strong blower inside the tank and near the arc or torch would work, sucking up the smoke and blowing it out the manway with plastic-bag duct so people can still get in and out.

The challenge is that very few blowers fit into the tank through the manway. The sparks from either a torch or an arc can melt the collapsible plastic duct and the blower too! So, every job will require site-specific tailoring.

It turns out that people working in the field are the unofficial experts when dealing with ventilation. So, do you have a better answer or a different solution? We'd like you to share your knowledge! Send your experiences and comments to newsletter@soundtestinginc.com.

Training

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June 5-7 3-Day SCP

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This 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.

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SCP QUIZ

Congrats to **Catherine Anderson of the Washington State Ferries** who won a $25 Mastercard gift card for last month's quiz!

Last Month's Answers:

Dangerous atmospheres can kill or incapacitate a person, make self-rescue difficult, may injure workers or make them acutely sick. Some examples of dangerous atmospheres are spaces with:

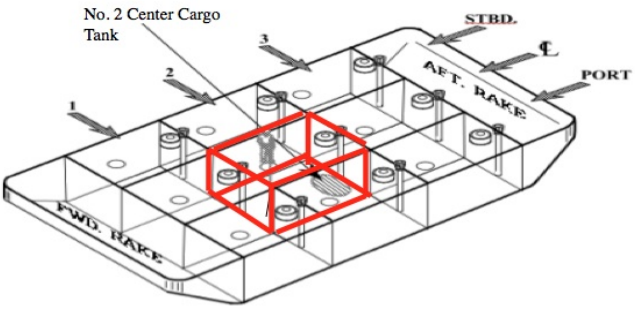
A. Less than 19.5% oxygen
B. More than 22% oxygen
C. More than 50 ppm CO (PEL)
D. More than 50 ppm Ammonia (PEL)
E. More than 10% LEL

This Month's Question:

The deck cargo barge, Murphy, has been brought up on dry dock and repairs need to be made to the No. 2 center tank. Which adjacent spaces will need to be tested to complete this work?

During the hot work repairs, a fire watch will be on duty. OSHA 1915 Subpart __ outlines fire protection in shipyard employment.

A drawing from the vessel owner has been provided.



Submit your answers to newsletter@soundtestinginc.com before May 25, 2013. All correct answers will be entered into a random drawing and one person will win a $25 gift card! One entry per person, please. The correct answer and the winning entry will be published in next month's issue.