



# SCP TRIBUNE<sup>©</sup>

## Safe House

We found out in March that ship repair work on military vessels takes special care. Why? Because a ship is not just decks, frames and bulkheads: That ship is also the crew's house.

The extra care we repairers must take is spelled out in two of the 122 "Standard Items."

The first: **009-07: "Confined Space Entry, Certification, Fire Prevention and Housekeeping"**

Briefly, **009-07** makes sure that the two riskiest parts of below-deck repairs are done safely. (There should be no injuries or fires in your house.) And what are the two riskiest parts? Confined Space Entry and Confined Space Hot Work.

Here's how 009-07 deals with confined space ENTRY:

Beyond OSHA's basic demand that the Marine Chemist and Shipyard Competent People decide if spaces are "Safe for Entry and Hot Work," **009-07** adds this:

The repairer must provide the Safety Officer (24 hrs ahead of time!):

1. A list of the specific confined spaces, (including compartment numbers!) where entry and hot work are planned.
2. The type of hot work, and



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## TRAINING SCP CLASSES

### Full 3-Day Courses

APR 3-5 @ SSC\*

APR 15-17 @ Long Beach, CA

APR 24-26 @ Longview, WA

MAY 1-3 @ SSC\*

JUN 5-7 @ SSC\*

### 1-Day Update Courses

APR 4 @ SSC\*

APR 11 @ Fishermen's Terminal

APR 16 @ Long Beach, CA

APR 25 @ Longview, WA

MAY 2 @ SSC\*

MAY 9 @ Fishermen's Terminal

JUN 6 @ SSC\*

JUN 13 @ 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

# Safe House, Cont

- 3. The specific compartments **adjacent** to that hot work
- 4. When the hot work will start and how long it'll take
- 5. The current Safe/Not Safe status of the worksite
- 6. Any burnable stuff nearby?? If "Yes!," then...
- 7. What you doing about it? (fire blankets? etc.)
- 8. Specially-trained Firewatches



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1-6 apply generally. **009-07** then adds specific wisdoms about:

- A. Deep access trunks (Firemen call these trunks "chimneys")
- B. The handling and care of pressurized systems, including oxy/acetylene and inert gas
- C. Special care for Ammunition stores
- D. Where to store burnable stuff
- E. Use only Suction Ventilation to keep the air fresh

In each case NAVSEA goes beyond our commercial shipyard OSHA rules. As long as we Contractors and Subcontractors pay attention to **009-07**, Sailors can live safely as their houses are being repaired.

## Let's See Your ID

After this news about **NAVSEA 009-07**, the obvious question is: Standard Whats?? Never seen them. Where can I find them??

Answer: On your smart phone! That is, if you have your Sound Testing SCP Wallet Card! (Note image)

An image on your card will put a shelf-full of valuable information in your wallet! The Standard Items, the Pocket Guide to Hazardous Materials, the OSHA MARITIME REGS, SFD's Permit Process Rules...all will be a couple taps away.



### SHIPYARD COMPETENT PERSON

## BILLIE JOHNSON

SUCCESSFULLY COMPLETED  
SCP TRAINING COURSE

**JANUARY 3, 2019**

PRESENTED BY SOUND TESTING, INC.  
NFPA CERTIFIED MARINE CHEMISTS

SCP resources: Check out this link





Our Mike Schmitt and Amy Liu and gang have designed Sound Testing's new wallet cards. Ask Mike (206 484 1446) or Amy (206 228 0166) how you and your fellow Competent People can have that spiffy resource.

Next month: the second NAVSEA Standard Item: 009-88. Sewage. Coming attraction.

# Venting Issues

As long as mild steel floats in salt water, those of us in Ship Repair have got job security!

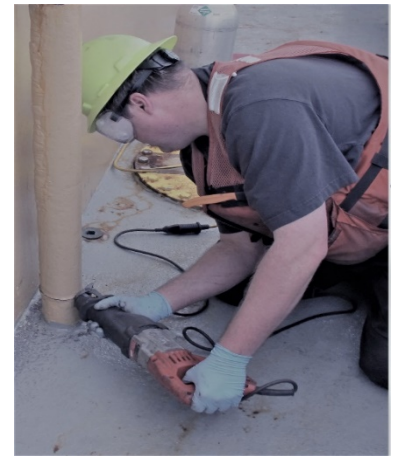
That was the lesson as a Chemist pumped carbon dioxide into a fuel tank on a rather elderly vessel. He was "inerting" the airspace above the fuel to make the tank safe for welding on the tanktop. (When the Chemist had pumped in enough carbon dioxide to replace the air above the fuel, even white hot welding could not cause a fire or explosion because the tank no longer had enough oxygen to burn the diesel.)

Suddenly the Chemist noticed a difference in the flow of carbon dioxide. That could be serious! He shut down the gas flow and inspected the vent outlet. Why was the tank showing backpressure? The vent was barely breathing!

Since the vent showed signs of salt water wastage, (note the image) the port engineer decided to renew the entire vent pipe.



A crewmember cut the vent pipe at deck level (Note image).



No mystery why the tank had back-pressure: pounds of rusty scale had plugged the pipe at an elbow below the deck!

No problem for the Chemist, whose job is to monitor the tank's vent continuously. But fueling at 500 gallons/minute or tightness testing with compressed air could cause dangerous pressures if scale has built up a blockage. Which is why it is standard to equip today's vessels with stainless steel vents.

Congratulations to **Clayton Long** of **Washington Marine Cleaning** winner of March's quiz.

**Q:** When counting frame or transverse bulkhead numbers we assign the headlog of a barge or the prow of a vessel the value zero. In the European convention, counting from aft, which structure is assigned the number zero?

**A: RUDDER STOCK**

**April's Question:** What piece of the rudder shoe holds the pintle bearing?

Please send your answer to [newsletter@soundtestinginc.com](mailto:newsletter@soundtestinginc.com) or [admin@soundtestinginc.com](mailto:admin@soundtestinginc.com) before April 25<sup>th</sup>, 2019. The winning answer is picked randomly from amongst other correct entries by Mr. Evan Liu.