

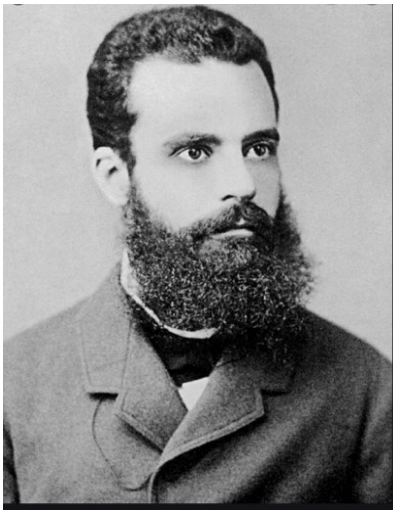


# SCP TRIBUNE<sup>®</sup>

## Pareto's Possibilities

So: Who was Vilfredo Pareto? And why should we care?

Mr. Pareto was an Italian economist who thought a lot about how we humans behave and how that behavior sorts itself out in the workplace.



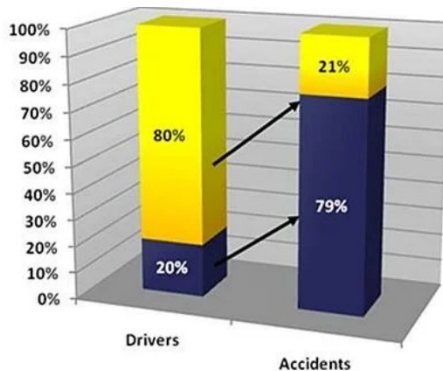
He came up with Pareto's Principle for Workplace Safety: "On the job 80% of dangerous acts can be traced to repeated offenses by only 20% of the workforce!"

Studies have shown Pareto may have had a point. For instance, a Federal study of a region's car accident history found just 20%

of the drivers had caused 79% of the crashes!

Pareto's wisdom suggests to us safety people that our training efforts might be more effective if we could find some way to reach that bottom 20%, who may in fact be excellent workers.

Any suggestions on a strategy to bring repeat offenders up to our basic ship repair safety world?



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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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## Give Us a Brake



Because we must clean and paint so many surfaces, solvents are a big part of ship repair. When the carpenters wipe up glue, the painters wipe up overspray, the boilermakers wipe up die penetrant, the electricians clean an armature, the machinists clean up cutting fluid; everyone reaches for solvent.

But, like all chemicals used in ship repair, solvents can be a problem. Actually, 2 problems.

First, all solvents (except water...) are toxic as they vaporize. Most are oil-based, and we humans have evolved without having to deal with such hydrocarbons. So, we have no natural defenses against solvent vapor. And then, too (as these stories illustrate,) solvents tend to burn with enthusiasm.

A skipper at Fishermen's Terminal thought two young crew members needed solvent as they mucked out a day tank. Now, none of the vessels at Fishermen's Terminal have brakes. So how come the solvent cans happened to be brake cleaner? True, it dissolved the diesel sludge. And the brake cleaner's chlorinated content also dissolves liver cells.

Meanwhile, 2 mechanics at Pier 90 were looking for a crankcase crack in a 12-cylinder CAT. They shot off several cans of... brake cleaner, squirting within the engine block, working from the top down. A broken light bulb put both workers in Ballard Swedish with flash burns.

Each story was a violation of OSHA's most basic "Requirements for performing cleaning..." Why?? Because there was no Competent Person on the job! "Testing shall be conducted by a Shipyard Competent Person..." Why? Because the Competent Person not only can measure the airborne solvent, but also designs effective ventilation. Using solvents in a confined space without the Competent Person on the job is a recipe for serious injury and damage.

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## 3-Man Crew

We all know what The Law (OSHA) talks about how we will safely enter confined spaces: Says OSHA, "Before a worker enters a confined space, the Employer shall make sure the Shipyard Competent Person determines the percent oxygen and the amount of combustible gas in the workplace air." Then the SCP must measure any toxic vapors present. But any and all of these tests require that The Employer must invest in both a gas test meter and a trained SCP.

"So what?" us industry types say. True; the meter, the cal-gas and the training will be \$3,000 minimum. "But safety costs money. Is there a mystery here?" OK. That's settled.



**3-Man Crew**

## 3-Man Crew, Cont.

But not every confined space turns up in a shipyard, with the support of a trained SCP and reliable meter. Many situations lack those very resources. Subcontractors doing temporary work; able-bodied seamen mucking out a sump; labor-ready crews unloading spoiled cargo: Emergency work below decks in low-wage, unstable, unpredictable jobs.

In fact, many of our fellow workers cannot benefit from OSHA's safety world. Why? Because there is neither a computer person nor a meter anywhere to be seen as they enter and work in confined spaces. (Such work is happening as you read this.)

One answer: Every Employer (with or without a meter), should make this an industry practice: 45 minutes forced air before anyone THINKS of going into a tank or void, with or without a meter.

This is touchy business. Some say others will use a blower to avoid expensive testing. Not so. But it seems industry should be aware of different work conditions. Without such awareness, how can workers on a Bristol Bay seiner be safe when the cofferdam must be entered and there's no test meter within 10 miles in any direction? Demanding a breeze from a room fan and 45 minutes of patience might save these workers from bad air belowdecks.

## Time of Thanks

A community's grateful thanks to the F/V Blue Fin and the American Seafoods F/V American Triumph and F/V Northern Jaeger and the Chief Supply Officer for their generous gifts of perishables and frozen stores.

Area food banks and their needy clients owe you big time!

Remember: A call to 206.932.0206 and not even a fishstick will go in the dumpster!



Congratulations to **Clay Adams of Phoenix Processors** the winner of October's quiz.

Honorable Mentions: Michael Santini, Joe Greinier, Bill Lucas, Tom Langseth

**Q:** (note image to right) No, that's not a fire ax!  
That's a **PULASKI**



**December's Question:** Your basic 4-gas air meter tests oxygen, combustible gas, carbon monoxide and hydrogen sulfide. When you take the back off the meter and look at the cells, one has a distinctive metallic look. Which one? And Why?

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