



SCP TRIBUNE[®]

When the Minimum is Not Enough

We know good ship repair takes experience, training, equipment, support and persistence. But at times we need a baseline safety culture to glue these general ideas together.

This became clear recently on a factory trawler.

Unannounced, a valve off the main receiver in the reefer flat began to drip liquid ammonia. Tightening only made it worse. Because the Chief Engineer was away, the Port Engineer called a refrigeration contractor. But scheduling problems meant the ammonia drip would continue through the shift and into the evening before the refrigeration crew could pump off the receiver and system.

one deck down the Chemist was testing a diesel tank. Clean enough for safe hot work to repair a bulkhead leak into the after weather tunnel?

The verdict? Safe for Hot Work!



Receiver in the Background

TRAINING SCP CLASSES

Full 3-Day Courses

JUL 8-10 @ Fishermen's Terminal
AUG 8-10 @ Fishermen's Terminal

1-Day Update Courses

JUN 15 @ Fishermen's Terminal
JUN 25 @ Online
JUL 16 @ Fishermen's Terminal
JUL 23 @ Online
AUG 13 @ Online

DIRECTIONS:

Fishermen's Terminal:

Nordby Conference Room

*SSC: Georgetown Campus very close to I-5, Michigan St. Exit, straight to Corson Ave. S.

(SCP Class Dates Subject to Change)

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 industry.

Please call our office for details.

When the Minimum, Cont.

But as the Chemist came out of the tank and past the reefer flat, the irritating ammonia was unmistakable.

Ammonia is, of course, both a toxic and a fire danger. The Chemist was concerned.

Because the drip was a "point source" contaminant, the crew easily set up a capture (suction) duct and ventilated the ammonia harmlessly to weather. The ammonia smell disappeared.

But the Chemist now had a new problem. A philosophical problem.

There is a semi-obscure rule in safety work: As Chemists, we should never allow only one barrier to disaster. Many barriers would be great. But depending on only a single protection might bring disaster.

The Chemist's was worried that while the extremely serious danger (liquid ammonia) was indeed under control, only one barrier was keeping the workers safe: good ventilation. What if the breaker blew? What if they turned off the blower to stop the noise? What if the leak got worse?

Truly, the fuel tank was, in itself, "Safe." That was the science. But Philosophy said: "Hold on! We had best wait on another protection against that liquid ammonia."

By lunchtime, second shift the receiver and the system had been pumped down, flushed with nitrogen and left under vacuum.

The chemist returned and the extra the extra precaution. Finally his certificate allowed the fuel tank repairs to begin.

Not As Smart As We Are

Again, it seems the ship repair community has a lesson for the world at large. But all those smart people out there don't seem ready to pick up on our wisdom.



As the Guard Would Say,
"Here's Your Razor, Santa!
Get with the Program!"

The gate guards at Todd Shipyard (Vigor's predecessor) were not contractors; They were Todd employees. And on some issues they had definite opinions.

For instance, the guard would stop any production worker with untrimmed facial hair that might disturb a respirator's seal. Famously, one guard sorted out the shipyard owner on that very issue.

And those who worked in those times might wonder: When those epidemiologists and virologists demand face masks, why stop there? Face masks are obviously much more effective with the seal that smooth skin provides. Is there any question??

A Sentiment

*This is a poem for us at home.
We're called "asymptomatic"
But keep away! (6 feet they say...)
About that, we're emphatic!*

*We going crazy...but not lazy.
We'd work if someone'd hire us.
We climb the walls, but no one calls..
(They're worried 'bout some virus.)*

*But all's not lost. Just pay the cost
That keeps us safe, prevailing.
Above the fray, we'll win the day!
(Long as we stop inhaling.)*

*As you say "t", as you say "p"
You spit microscopic bubbles.
They're in the air! They're everywhere!
They'll multiply our troubles.*

*You're not alone~. You've got Coron
a virus in those droplets!
But, no alarm! They'll do no harm!*

*If we can simply STOP! Let's
Keep our nerve, and do preserve
Our social isolation.
If we succeed we shall indeed
Survive this World's contagion.*

*But should we hide? And stay inside?
And forgo all our shopping?
Trump tells us, "No! Get on the go!
And keep our commerce hopping!"*

*"Go spend your dough with Trader Joe!
Buy so much you can't haul it!
The added risk'll be worth the fiscal
Fatness in your wallet!"*

*So, that's his wisdom. That is his dumb
Fantasy. Don't spoil it.
This "flu" will vanish like the Spanish
Flu. Right down the toilet!
Sure.*

Congratulations to **GLENN DUDLEY** of **GAMBOL MARINE**,
winner of Last Month's quiz.

Honorable Mentions: Joel Coffey, Jack Hagey and Ryan Armstrong

Q: In what way is a winch different from a windlass?

A: "The difference between a winch is that the winch line wraps around several times and the Windlass wraps a couple times and then goes someplace else." Additionally, a winch drum cylinder is smooth and the line gets a purchase by tension. A Windlass drum as patterned insets for a positive fix to the chain it lifts.

June's Question: The skipper of a 32' Bristol Bay seiner sees dark thunder clouds churning over the calm bay to the rear. "Let's head for the dock!" he says. "Wouldn't want to get caught in a derecho!" What's he talking about?



Please send your answer to newsletter@soundtestinginc.com or admin@soundtestinginc.com before June 25th, 2020. The winning answer will be picked randomly from amongst other correct entries by Mr. Adam and Mr. Evan Liu.