



VIRGINIA SHIP REPAIR ASSOCIATION

VSRA 21st ANNUAL SAFETY & HEALTH SEMINAR

26 October 2016



VIRGINIA SHIP REPAIR ASSOCIATION



Hot Work The Good – The Bad "THE UGLY"

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THE GOOD VSRA

The Strength Behind the Fleet

The Strength Behind VSRA?

YALE

THE GOOD "SSRAC" **Standard Specifications for Ship Repair and Alteration Committee "NAVSEA STANDARD ITEMS"**



- To protect workers' safety and health, on December 29, 1970 President Nixon signed into law the Occupational Safety and Health Act .
- The purpose of the legislation was to "assure so far as possible every working man and woman in the Nation safe and healthful working conditions"

WHAT IS HOT WORK?

OSHA 1917.152(a) Definition. "Hot work" means riveting, welding, flame cutting or other fire or sparkproducing operation.

Expanding on OSHA's definition, hot work means welding, brazing, cutting, soldering, thawing pipes, using heat guns, or the use of spark-producing power tools, such as drilling or grinding.

1.1 Title: Confined Space Entry, Certification, Fire Prevention and Housekeeping; accomplish

3.2 Provide a written notice for each job or separate area of hot work aboard ship.





Virginia Ship Repair Association

VSRA Hot Work Permit

(Permit developed in 2016 by VSRA members) Special thanks to Tom Binner and Dawn Kriz for leading this port wide safety effort.



location(s) below cancels this Hot Work Permit

HOT WORK PERMIT References: NFPA SIB / 306 / OSHA 1915

NAVSEA Standard Item 009-07 & 009-08 This Hot Work Permit is effective for 24 hours unders a shorter period of Permit Expiration time is specified, or conditions change. Loss of gas free values in the Date & Time of

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HOT WORK PERMIT References: NFPA 51B / 306 / OSHA 1915 NAVSEA Standard Itsm 009-07 & 009-08

Insert Company Name / Logo FORM NUMBER:

This Hot Work Permit is effective for 24 hours unders a shorter period of time is specified, or conditions change. Loss of gas free status in the Dates & Times. Date & Time: location(s) below cancels this Hot Work Permit

[II.C]	After	validating IIA conditions,	HWO must fil	ll in the rows below. P/	AI must validate an	ed authorize PRIOR to work start.
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uwo.	or FAI St	mathere:	This section	n closes out the Not Work	Permit Once dened	the parmit shall be removed and turned into the
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PLEASE NOTE: Upon completion of work, remove and retain this form for Objective Quality Evidence (OQE) in accordance with company policy.

1.1 Title: Confined Space Entry, Certification, Fire Prevention and Housekeeping; accomplish

3.2.1 The notice shall state a description of the work to be done, the specific location, to include compartment number, of the hot work, and compartments adjacent to decks, bulkheads, and similar structures upon which hot work is to be accomplished, the time hot work will commence, current gas-free status of the area (if required), the absence or existence of combustible material within 35 feet in any direction of the operation (or further, if affected by the operation), and if combustible material exists, what action shall be taken to protect the material from fire, the provision and assignment of a fire watch, and the affirmation that conditions at the work site (ventilation, temporary lighting, accesses) permit the fire watch(es) to have a clear view of and immediate access to all areas included in the fire watch.

1.1 Title: Confined Space Entry, Certification, Fire Prevention and Housekeeping; accomplish

3.2.2 The notice shall affirm that a suitable, fullycharged fire extinguisher shall be available at the job site and provide for an inspection of the area 30 minutes after completion of the hot work or the cessation of hot work at the job site unless the contractor's Hot Work Supervisor surveys the affected work area and determines that there is no further fire hazard as the final action to complete the notice.

1.1 Title: Confined Space Entry, Certification, Fire Prevention and Housekeeping; accomplish

3.2.3 The notice shall be signed by a supervisor specifically designated as responsible for coordination of the hot work and the fire watch requirement for each shift where hot work is being conducted.

PAI – Permit Authorizing Individual

1.1 Title: Confined Space Entry, Certification, Fire Prevention and Housekeeping; accomplish

3.3 Provide trained <u>fire watches</u>, at all affected areas where <u>hot work</u> is being accomplished. Provide fire extinguishing equipment as described in 2.2, 2.4, and 2.5.

1.1 Title: Confined Space Entry, Certification, Fire Prevention and Housekeeping; accomplish

3.3.1 The program utilized to train fire watches shall be in accordance with the requirements of 2.2 and 2.4, and include steps to be taken by the fire watch and hot work operator prior to accomplishment of hot work, proper selection and use of fire extinguishing equipment and other safety equipment, relationship between the fire watch and hot work operator, proper fire reporting procedures and other sounding of fire alarms, and reporting of fires to the ship's Quarterdeck. This training shall include theory and practical (hands-on) fire suppression techniques. This training shall be provided to all newly assigned fire watches, with annual updates provided to personnel. Provide visible means of identifying trained fire watches, i.e., badge, sticker, vest, etc.

1.1 Title: Confined Space Entry, Certification, Fire Prevention and Housekeeping; accomplish 3.3.2 Each fire watch attending worker(s) accomplishing hot work shall be equipped with a fully-charged and operable fire extinguisher, have immediate access and an unobstructed view of the affected hot work area to which they are assigned and shall remain at the job site for 30 minutes from the time the hot work is completed unless the contractor's Hot Work Supervisor surveys the affected work area and determines that there is no further fire hazard.

1.1 Title: Confined Space Entry, Certification, Fire Prevention and Housekeeping; accomplish

3.3.2.1 The <u>fire watch</u> shall not accomplish other duties while <u>hot</u> work is in progress.

3.3.3 Where several workers are accomplishing <u>hot work</u> at one site, the <u>fire watch</u> shall have a clear view of and immediate access to each worker accomplishing <u>hot work</u>.

3.3.3.1 No more than 4 workers shall be attended by a single <u>fire</u> <u>watch</u>.

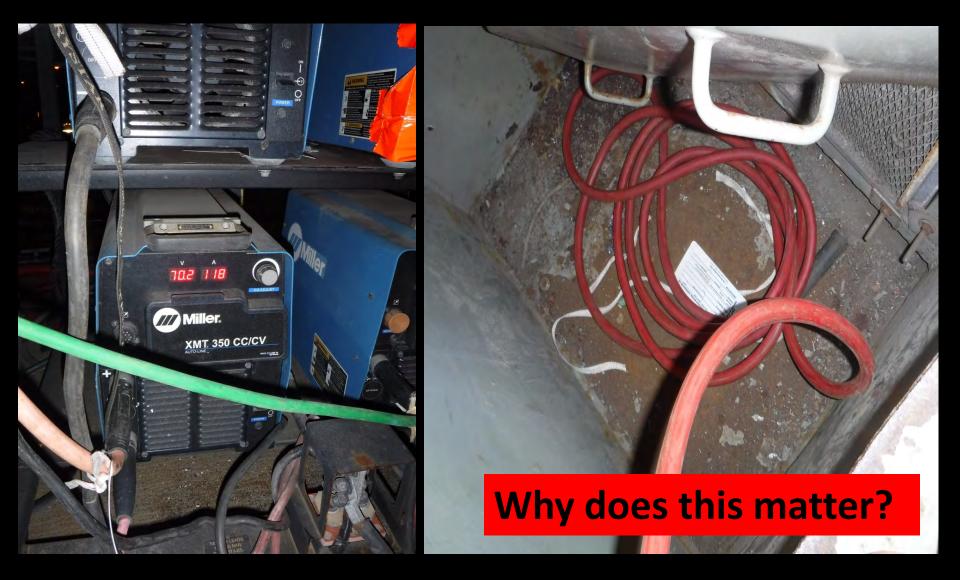
3.3.4 In cases in which hot material from <u>hot work</u> may involve more than one level, as in trunks, machinery spaces, and on scaffolding, a <u>fire watch</u> shall be stationed at each level unless positive means are available to prevent the spread or fall of hot material.

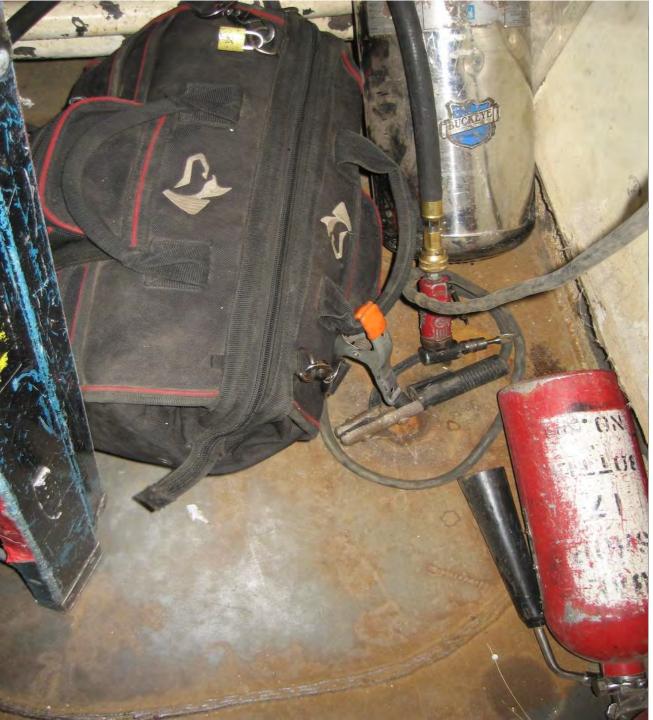
1.1 Title: Confined Space Entry, Certification, Fire Prevention and Housekeeping; accomplish

3.3.5 In cases where hot work is to be accomplished on a bulkhead or deck, combustible material shall be removed from the vicinity of the hot work on the opposite side of the bulkhead, overhead, or deck, and a fire watch shall be posted at each location. 3.3.5.1 If multiple blind compartments are involved in any hot work job, fire watches shall be posted simultaneously in each blind area.



Energized Welder Found Unattended During Second Shift Walk Through, No Hot Work Was Authorized For This Location.





Contrary to: 29CFR1915.56 (d)(3)

Finding: In excess of 30 welding machines found energized during lunch hours.

WELDING ROD ATTACHED "ENERGIZED"

10/23/2015 10:43

5/8/15

• Employees gloves became wet from sweating and when he touched the stinger of his welding machine he received a shock.



7/2/15

• Employee stated that while climbing **OUt** of tank 7-K-O-W employee touched a welding lead and was shocked.



7/9/15

• A welder was tacking up a "T" beam in the 6-107-0-W tank while another employee held the beam in place. At some point during the operation, the welding rod accidently contacted the employee holding the beam, resulting in an electrical shock.

An Energized Welding Cable Ran Almost Half The Length Of the Ship And Was Found Unattended Dead Ended In A Tank, Had Two Locations Where Insulation Had Been Damaged And Bare Conductors Showing.



Energized Stinger Was Found Hanging In Berthing Area, Welder Had Left Compartment. PAI Had Not Signed Hot Work Ticket.

Image: Set Set Conditionant of the set of the		adjess Rd #3 01-220-0-C 05-200-0-C 00-200-0-C 00-200-0-C<
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Ros zes

Combustible material where hot work was being performed. Hot work ticket was signed that all combustible material was removed.

4/ 2/2016 8:03

5-140-0-)		N/A	Ship's Item #: 631-11-002
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Firewatch below where sparks are falling? Sparks landing on a bag of trash which is combustible material.

4/22/2016 9:05



Compartment had smoke from hot work operation, it was determined the smoke was from plasma cutting with insufficient exhaust ventilation. While safety personnel were investigating to determine the origin of smoke, sparks were observed falling through the hole from the compartment above due to grinding operations. *No Fire Watch was in the compartment*.



Hot work underway

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Hot work underway

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Vent duct obstructing emergency fire hose.









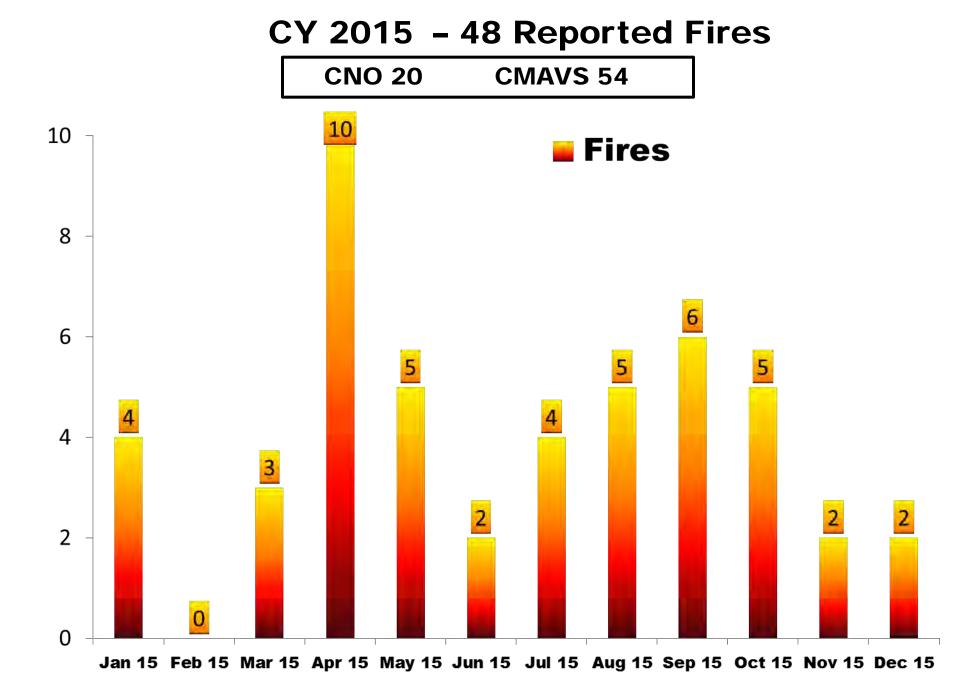
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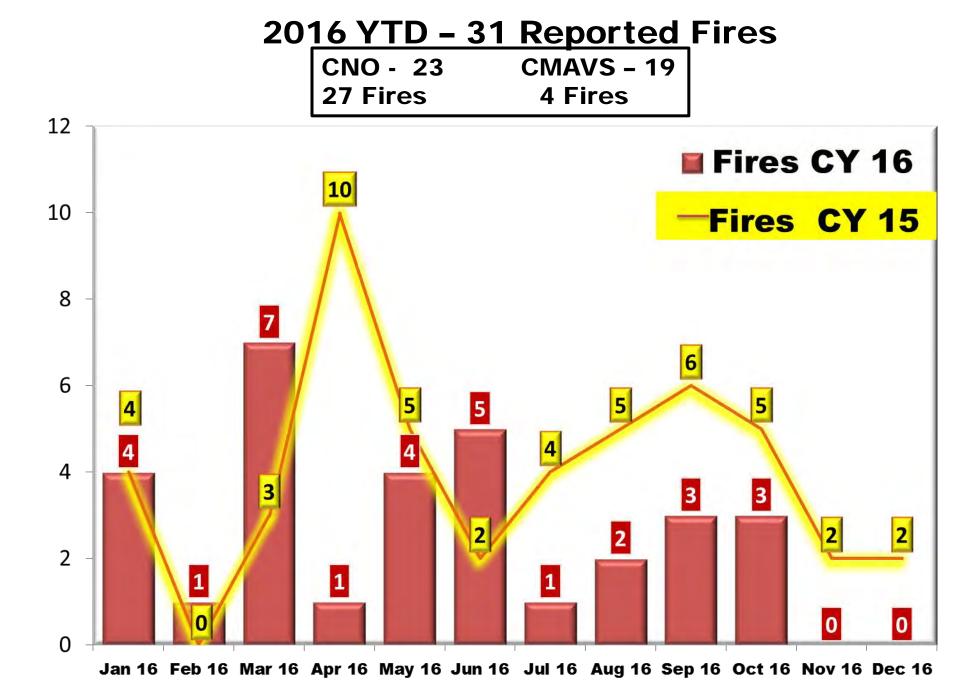
REPORTED

Fire Metrics

Fire Metrics 2013: 7 fires reported 2014: 31 fires reported

How many shipboard fires were reported in 2015?





Could this really happen?

MARMC 2015 Major Fire Drill Scenario Slag and sparks from hot work ignites a Class A fire in an adjacent space that quickly gets out of control.

It Already Has....

2 9-C TR atch 7 **Ker** -and et said 5 was S space ready

for hot work?

Is this paper fire resistant?

W

NO

EVICE USE) FIRE RESIST

8135-00-966-2532 PAPER,KRAFT,TREATED A-A-1894A TYPE II 1 ROLL 36 INCHES CINCINNATI ASSOCIT PHONE CINCINNATI OH 4520 GS-15F-63876 WT 55 CU 1.9 Inside where the hot work was being conducted.

09/10/2015

Area where hotwork was being conducted

PATH

09/10/2015

ENC.

Items that caught fire inside the vent duct, tool bag , hard hat and box of supplies

09/10/2015

ONI'S BAUSY SEY

No Fire Watch Was In This Compartment. Fire Watch Was Stationed On The Other Side Of The Access Cut And Instructed To Look Through The Opening For Fire.





Contrary to: NSI 009-07

Finding: Unattended open can of oil.

Spark producing grinding <u>and</u> Energized welding machines are sitting just 5 feet away.

SPARKS

PLASTIC SHEETING

NO FIREWATCH

4/11/2016 8:41

SPARKS

Sancing of St

9/28/2016 8:39





Hot work area after I stopped hot work and asked for the hot work ticket. the pressure washing machine has a plastic fuel tank and its within 10 feet of the hot work. They didnt have a hot work ticket posted in the dry-dock, the supervisor stated that they were told that they didnt need a hot work ticket.

3/2016

7:51

ED

88

20

M&L.RENTAL. .424-6599

1





Combustible material inside the containment for stainless steel hot work 2-414-0-Q

9/14/2016 9:55

Hot work being cinducted in 5-338-1-F and there is no fire watch in the dry-dock.

10/ 7/2016 8:40

Hot work being conducted while sitting on combustible material and melting the containment

-

9:38

8/19/2016

Hot work operators grinding with combustible material within 35 feet

8/ 3/2016 7:44

On 19 OCT 2016 at approximately 1129 SF reported a Class Alpha fire in compartment 05-32-2-L. Ships force combated the fire using a ship board CO2 extinguisher and a fire watch water bottle. The fire was put out at 1137. Norfolk Fire was on scene but did not assist with firefighting efforts.

Actions Taken: Several box fans from the repair locker were used to d-smoke the space. The scene was secured at 1300.

NCIS investigators and Mid-Atlantic Region fire investigators responded after the fire due to inconsistencies of the fire scene. The initial ships force and safety investigation revealed there was not any hot work in the area.

Damaged two mattresses and two pillows and the bunk bottom

1/ 1

1

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HHHHH

MARCH IN ST

What remains of the feather pillow ~



Safety vs Production Time

It takes one minute to write a safety rule.

It takes one hour to present this safety brief.

It takes one week to plan a safety program.

It takes one month to put it into operation.

It takes one year to win a safety award.

It takes a lifetime to make a safe worker.

It takes ONE SECOND to destroy it all with an accident.

BREAKING CREWS RESPONDING TO SHIP FIRE IN PORTSMOUTH

HOT COCOA STAND

THREE TO FIVE CUPS

LAPD OFFICER TRAINING

LIVE

自然非知道

Gunston Hall reports in-port fire

By David Larter 4:19 p.m. EST March 4, 2015



(Photo: MC3 Leona Mynes/Navy)



A fire that broke out Tuesday afternoon on board the dock landing ship Gunston Hall damaged a seconddeck storeroom and cable-ways, a Navy official said Wednesday.

Lt. Mike Hatfield, a spokesman for Expeditionary Strike Group 2, said that initial damage assessments

indicated the blaze was a Class Alpha, meaning a fire that burns normal combustible materials such as wood or paper.

It is too soon to know the full extent of the damage or how much the repairs will cost, Hatfield said, but more in-depth damage assessments are underway.

The ship, which is pierside at NASSCO/Earl Industries shipyards in Portsmouth, Va., reported a fire started in a storeroom at around 1:30 p.m. The in-port duty section responded to the fire initially, followed by the Portsmouth fire department, according to a Navy press release.

The fire was reported out at 5:25 that evening after "multiple units" of the Portsmouth Fire Department responded, the release said.

One civilian firefighter was treated for smoke inhalation, according to a source who spoke on background Tuesday evening.

According to an initial report of the fire obtained by Navy Times, officials suspect that a plasma cutter was the source of the fire, but an investigation is underway to pinpoint the cause.

Will it take another news headline before ot work e n mak e vennents across Inpro

03/05/2015 16:38 What You Do Does Matter



WORKPLACE SAFETY RULES

Ain't nobody got time for that

You may ask - Why Are We Meeting Today?

The time and effort it took me to develop this brief is insignificant compared to the tremendous efforts VSRA members under take everyday repairing our nations war fighters.

This is not a "Point-The-Finger" presentation and is solely intended to improve communication and strengthen the partnership between MARMC C106 and VSRA professionals. **The Life You Save – May Be Your Own!** The events identified are critical safety findings and should be a wake up call that just because our personnel make the difficult look routine, it is not routine at all. We must be vigilant to ascertain

safety is Priority #1 and to safeguard against creating these hazards.

Although not pleasant, we've learned several things through the experiences highlighted here that will enable us to provide a higher level of coordination and safety oversight on ship availabilities.

These findings are only the symptom of more costly shipboard safety issues...

YOUR SAFETY DIRECTORS ARE EXTREMELY FRUSTRATED

- ✓ Determine the root causes in your organization why so many safety discrepancies are "Repeat Findings".
- ✓ Is it lack of knowledge or lack of caring?
 - Does the culture match up with the training?
- ✓ Have you validated policy vs. procedures?
 - What is written vs. what is actually happening?

Correcting these discrepancies was only a safety Band-Aid to the real problem in your organization.



Navy: Sailor in critical condition after falling down USS Kearsarge elevator shaft

Source: http://goo.gl/BSHTyH

A sailor aboard the USS Kearsarge was in critical condition Friday after falling down an elevator shaft that's used to move weapons aboard the amphibious assault ship, according to the Navy.

CLICK TO VIEW THE SOURCE MATERIAL

MISSION FIRST SAFETY ALWAYS

"It's MARMC and VSRA's Responsibility"