

SHAC Meeting Minutes

Philadelphia, PA 09/15-16/2009

Opening Remarks - Jack Shea

Jack thanked all that arrived and discussed the general agenda for the 15th break-out session and the 16th session together with the Environmental committee.

Update on Shipyard Benchmarking Initiative - *Committee members*

Steve Labrecque has updated the committee about the progress of the Navy's shipyard benchmarking initiative.

The committee has decided that it will be a good idea that Steve will initiate a white paper for NSRP to fund at least a part of the benchmarking activity so all shipyards public and private will be able to learn from the best safety practices in the industry. Practices such as fire watch, injuries, ergonomics, etc.

Preservative Coating Removal Project Report - *Dan Nadeau/Consultant - Kate*

We have discussed the project, the requirements and the data collection.

In order for shipyards to receive the variance for 2" paint clearing instead of the current 4" rule, they must be a part of the data collection and must sign the variance request; variances are not given for a group, only for individual requesters, although the data for the variance will be given to OSHA as a group.

The committee has finalized the data collection format and the type of the temperature gage to be used. The collection instructions, the temperature gage type, the finalized data field sheet and the tentative timeline will be sent separately to all members by the end of the week.

MACOSH/Regulatory Update - *Stuart Adams, Ian Bennett*

Preservation and coating 1915 subpart C – this standard is very old, originally generated in late 60's. The coating processes today are very different and MACOSH advisory committee suggested updates be made to it.

The NFPA Arc flash protection guidelines do not apply to ships if you read the scope of the guideline. The only way it may apply is via 1915.152, the requirements for PPE Analysis, proper PPE analysis may require arc flash protection in certain electric work. MACOSH recommended development of arc flash safety guidance to shipyards.

BLS is supposed to present to MACOSH accurate statistical data on shipyard injuries in the January MACOSH Meeting.

The Shipyard section of OSHA website is continuously developed to contain hazards by trade.

In the last MACOSH session there was a discussion about what is "shipyard related activity", OSHA is interested in what standard applies to what operation. For example, fall protection on ships is 5', but if shipyard employees' work on a building, do they have to use fall protection at 4' or 5'?

OSHA has hired 135 new compliance officers and the emphasis will be on enforcement.

Subpart F walking working surfaces is still in the works and expected to be published in 2010 (Not OSHA published date, the date is based on normal 3 years regulation development history).

SHAC Meeting Minutes

Philadelphia, PA 09/15-16/2009

A part of Subpart F is Lock out Tag out (LOTO), this standard requires the use of LOTO on ships where feasible. Currently, the Navy does not allow for LOTO on its ships, only the current tagging system. This is not expected to change.

Mr. David Michaels from GWU is expected to be confirmed as a new OSHA head without a hearing. The confirmation is expected in the next two months.

The congress is working on the "Employment Protection Act". This act will make government employees covered by OSHA, the protection of whistle blowers will be expanded, what used to be criminal misdemeanor, will now become a felony with higher fines and longer jail time and general citation cost will rise.

Also the EPA budget grew by 38% and greater enforcement is expected.

The VPP System is currently "On Hold".

Regional Maintenance Centers are going to report to NAVSEA, in the environmental and safety arena, they will ultimately report to Brice.

NSRP/OSHA Alliance Agreement Renewal - Jack Shea, Ian Bennett

OSHA will sign an alliance agreement with all three shipyard organizations together, the ASA, the SCA and the NSRP.

The signing ceremony is expected in the next two months.

Incident Data Sharing (IDS) Web Site Update - Committee members

Due to lack of use of the system it has been determined to "give the system a chance" until the end of the year. If the system will not be used, it will be shut down.

Ultra High Solids Coatings/Eye Protection - Committee members

Steve Cogswell the Chair Person from the preservation and coating committee presented the safety concern about the optical pigment in Ultra High Solids Coatings. In order to inspect the paint, a blue light is used; the light is on the verge of UV and may cause damage to the employee's retina if proper protection is not used.

Initially the pigment was used in the primer, and it helped in finding imperfections in the secondary coating, but with the new one coating system it "lights up" the entire area.

It was determined that the use of the special safety glasses will be mandatory and that NAVSEA will investigate why the pigment is even required in a one coat system.

NFPA Requirement for Explosion Vents in Dust Collectors - Yaniv Zagagi

BIW Marine Chemist has several years experience with dust issues, he described the difficulties that may confront the shipyards when the new combustible dust regulations will be published.

When the steel and steel pallets are smaller than 427 Micro-Meters, they turn to combustible dust; the problems will be in sand blasting buildings, wheelabrator and carpenter shops (wood dust). NFPA requires explosives vents (NFPA 68) for dust collectors for combustible dust, the problems is that the

SHAC Meeting Minutes

Philadelphia, PA 09/15-16/2009

shipyard equipment is old, and the manufacturers do not agree that the dust is combustible so they do not have anything in their inventory that we need nor would they retrofit old collectors.

The Marine Chemist will send the group the specific lab test he used to determine if the dust is combustible because the regular DOT test is improper.

We will also look into inviting an expert to the next SHAC meeting, either from OSHA or NFPA to discuss the issue in depth.

Ultra High Pressure (UHP) Water Blasting/PPE - *Committee members*

The most issues that we see are actually ergonomic issued, direct water blasting injuries although can be catastrophic have very low probability to happen.

A “best practices” JHA is being developed, Teresa (NG), Phillip (Todd) and Yaniv (Atlantic) are the ones that see most of the high pressure water blasting; they will come up with a “best practices” JHA and present it in the next meeting.

Panel Project Discussion for FY 2010 - *Committee members*

One white paper was discussed above in the Shipyard Benchmarking Initiative section.

Another white paper will be written by Stu Adams to request funds to setup a committee to drill down into BLS / OSHA fatality data, to use it for recommending further development of best practices to prevent such occurrences.

State of the art in Navy Hearing Protection – Kurt Yanakaskas, NAVSEA 05H

This very informative lecture covered the high levels noise challenge in navy ships, and the current attempt to use custom made ear plugs because in several cases even good placement of ear plugs and ear muffs (double protection on average 30 dB reduction) is not enough to prevent hearing loss.