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2nd NATIONAL SAFETY CONVENTION



General Subject and Industrial Sessions

CHICAGO

October 1933

National Safety Council, Inc.

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Foreword

VOLUME I

THE Transactions of the 32nd National Safety Congress and Exposition of the National Safety Council are published in two volumes. Volume I contains the General Subject and Industrial Section sessions. Volume II contains the Public Safety, Child Education, Home Safety and Farm Safety sessions.

Volume I is distributed to all members of the Council. Volume II is sent to those members who are believed to be interested chiefly in the sessions it contains.

The Transactions are a record of the proceedings of the Congress, condensed and edited for reference purposes. They are therefore an abridged version of the papers and discussions. The original manuscripts, some of which have drawings and charts too expensive to reproduce here, are available in the files of the National Safety Council.

The National Safety Council, at its Congresses, seeks to eliminate from discussion matters which are not pertinent to the aims of the Congress, or which may be contrary to the Council's policies. However, it cannot accept responsibility for all views expressed, either in the discussions of the Congress itself or in this record of them.

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THE NATIONAL SAFETY COUNCIL, INC.

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man after landing to quickly flip seat out from between his legs. The inboard end of the line passes through a block then over a cleat. Several turns of the line are always taken around the cleat.

On the end of each landing boom a light has been installed, the rays of which are directed downward and brightly illuminate the surface on which the deck hands have to land. Since putting these rules into effect in 1938, the most serious accident reported to date has been a sprained ankle.

You all know that the success of safety work depends upon the support received from company management, and in this

regard I would like to say that the interest and support of our management has been excellent.

Safety aboard a lake freighter is a broad subject, but possibly you are now aware of some of the problems with which we are confronted each operating season.

With lake freighters performing such an important role in the transportation system of both the United States and Canada, it is imperative that the present manpower shortage is not aggravated by avoidable personal injuries. This challenge is being met. Lake freighters are carrying record cargoes of ore and coal cargoes vital to our war program.

THURSDAY AFTERNOON SESSION

October 7, 1943

Presiding: D. L. Hartnett, Regional Safety Consultant, U. S. Maritime Commission, Philadelphia, Pa.

The Control of Fumes in Shipyards

WILLIAM E. LAWRENCE

Safety Engineer, New York Shipbuilding Corp., Camden, N. J.

Many articles have been published on this subject, including miles of statistics; however, I am sure that every shipyard in this country today has acquired knowledge through experience and information unselfishly passed on by pioneers in ship welding until it is assumed that everyone knows the most satisfactory fume elimination is that of ventilation by exhaustion.

Extensive experiment during the past decade with different types of equipment proved that the surest method was to remove the trouble at its source. Blowers and exhausting devices were developed accordingly, with satisfactory results. Respirators fitted with metal fume filters will give some protection when fume concentrations are low.

In common with other shipyards and heavy industries, much care is being exercised by plant medical staffs in routine re-checks and re-examinations of workers exposed to welding fumes. In so far as we know, we still can honestly state that we have not had one case of lasting or per-

manent ill effect to anyone associated with welding, tacking, burning or heating.

New Method and Precautions

You may be interested to hear of a development new to us at our plant. It may be new to some of you also. I refer to carbon arc burning in connection with smoothing off the large countersunk heads of tap bolts in armor plate decks. These heads were formerly chipped and ground off flush with the deck plates. This was a long, tiresome, rough and costly job. By the use of the carbon arc, they are burned off so that only a small amount of grinding is necessary, thus cutting the time and labor to a minimum. (5/16" carbon, 400 amps., 7000° F.)

Of course, the fume and dust hazard had to receive special consideration. This was accomplished by the use of a compressed air jet, which blows the slag and carbon residue into exhaustor funnels located at the ends of two 3" metallic flexible tubes with powerful portable ex-

hausters at the outlet ends of these same tubes. This equipment is skidded easily along the deck as required and is kept close to the job at all times, even eliminating the necessity for the use of respirators.

Seasonal Hazards

Many other fumes must be controlled in shipyards. One of the seasonal hazards in our own plant will have to receive attention before the advent of cold weather, which is just around the corner. Men will build fires in any kind of a receptacle in spite of safety men and supervision, and will use fuel, such as charcoal or coke, without stopping to realize the danger involved and the necessity for proper ventilation. The resulting carbon dioxide and carbon monoxide gases are both deadly and create oxygen deficiencies.

We recently issued a notice in connection with this hazard and posted it conspicuously. It stated that if any fire pots were found on ship contracts, plant protection men should immediately contact a safety inspector and be governed by his decision as to the removal of same.

Fumes From Fires

I think we should mention the danger of fumes from fires in ships on the ways, while under construction, and in the water after launching. Many of the fires may be trivial but there is always the possibility of men being trapped by smoke and toxic fumes and unable to get out from below decks. This is when the trained safety inspector or a good watch force man comes into the picture. He must quickly don a mask, hook on a life rope and go down to make sure everyone is out. He must be followed as closely as possible by another man with a powerful electric lamp. If any deficiency of oxygen is suspected, an oxygen breathing mask must be worn. Ventilation must be provided at once, smoke and fumes must be exhausted and a fresh supply of air blown in.

Much could be added about the maximum allowable concentration for carbon monoxide and carbon dioxide, but the main point to remember is that carbon monoxide is the number one poison killer, both in industrial and non-occupational

life, following close upon auto accidents as a cause of death. It is true that wherever there is smoke you may suspect carbon monoxide.

By all means take no chances. Don't wait for a chemist's report on the samples of air from suspected areas. Ventilate! Constant alertness on the part of watch force men and safety inspectors is an absolute necessity to combat such hazards. The education of the men by their supervisors and the use of warning posters is recommended, but above all, ventilation by exhaustion and the introduction of a fresh supply of air is imperative under these dangerous conditions. Several narrow escapes from death have been experienced in shipbuilding due to the thoughtlessness of the men and not because of ignorance. They forget to think.

Insulation Materials

The use of insulation cement, if it contains toxic solvents such as carbon tetrachloride, is a menace to workmen unless precautions are taken to properly safeguard them under such hazardous conditions. A large shipyard recently experienced such conditions which were brought to the attention of the plant health committee and the management. The result was that the entire supply was re-distilled and a substitute safe solvent provided, thus eliminating the hazard without loss of material. This demonstrates again that careful planning will assure safety with production, always a winning pair.

The use of water repellent asbestos insulation has recently replaced some types of material formerly used in ship work. For protection against dust or possible asbestosis from such material, it is recommended that both on ships and in shops, or where the material is prepared, it be dampened and that dust respirators be worn, also that special ventilation be provided. Periodic medical examination of those exposed to such hazards is also necessary.

Sand Blasting and Plating

Sand blasting and shot blasting, with its silicosis hazard, can be done safely if provision is made for standard sand blast rooms or cabinets. Special ventila-

tion must be provided. Inspections of enclosed safety check-up must be made.

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tion must be provided, with frequent in-
spections of all equipment by an experi-
enced safety inspector or supervisor. This
check-up must never be neglected.

Regular periodic examinations, includ-
ing X-rays, are mandatory. The least sus-
picion of a leaking face piece can be easily
detected by the operator and should be
reported at once to the safety department
for immediate correction. If an operator
begins to eat sand, he will realize at once
that his equipment is not safe.

Fumes and dust from friction saws in
shops are easily removed by proper ex-
haust ventilation and should be carried by
ducts from the machine to dust collectors
out of the shops if possible.

Plating room fumes, with modern ven-
tilating systems now available, are no
longer a problem in any up to date ship-
yard. A few years ago, however, a dif-
ferent story could be told.

Recent changes in painting specifications
on naval vessels have provided for the use
of zinc chromate which, although perhaps
not particularly toxic, must be considered
when sprayed in small compartments.
Respirators are advocated along with safe
ventilation. When working in large shops
where large plates are sprayed, after they
are placed in racks from the pickling
tanks, the use of air line respirators is
recommended, as these areas are too large
for efficient exhaust ventilation. How-
ever, crane operators handling material in
such locations, especially above pickling
tanks, should be provided with respirators.
Fans may be placed in the crane cabs to
blow fumes and vapor away from the
operators.

Protection must be furnished for any
job in which dust fumes or smoke from
any substance containing lead is breathed
daily, for example; when welding, cutting,
burning, shrinking or straightening where
material is metal, coated with paint con-
taining lead. Special ventilation, using
local exhaust hoods or tubing kept not
less than 8" from the job and drawing
200 c.f.m. discharged where the con-
taminated air will not be breathed, is
satisfactory.

In ship construction two types of ven-
tilation are used, local exhaust to remove

fumes at the point of origin and general
ventilation to supply fresh air to confined
working spaces.

Lacquer spraying, if done in approved
booths, properly ventilated, presents no
greater problem. When cleaning com-
pounds are being used, chemical cartridge
respirators will give protection if con-
centrations are low.

The use of proper extinguishers on dif-
ferent type fires must be considered.
Fumes from the use of the wrong ones
may cause the death of persons improv-
erly instructed. Periodic demonstrations
by those responsible should be made for
the benefit of firemen, watch force men,
and safety inspectors. The use of instruc-
tive posters and bulletins is also advised.

Fumigation of refrigerator spaces in
ships practically ready for delivery is im-
portant. Precautions must be taken to
safeguard men whose duty it is to open
and ventilate such spaces after fumiga-
tion. They must wear all-service gas
masks while installing temporary ventila-
tion equipment and, if a deficiency of
oxygen is suspected, an oxygen breathing
apparatus must be used.

Cooperation of Management and Employees

An important item in ventilation of ships
under construction is to impress manage-
ment with the necessity for co-operative
planning by the engineering department
and drawing rooms for the early installa-
tion of as much of the ships permanent
ventilation system as possible, especially
in engine and boiler rooms. Present con-
struction of naval vessels practically pro-
hibits the use of temporary ventilation
units, due to the inaccessibility of such
spaces and the impossibility of bringing in
fresh air, especially after they are closed in.

The importance of the availability of
trained ventilation men must be con-
sidered. Their services are vital in the
avoidance of delays in maintaining con-
tinuous production. The elimination of
fumes by their alertness to such hazards
and inconveniences will help to minimize
absenteeism and assure delivery of ships
ahead of schedule, thus assuring a quicker
victory.

We must not forget the importance of organized first aid crews trained in the use of inhalators, resuscitators and approved methods of artificial respiration. These crews with portable emergency equipment must be available and ready to act at a moments notice.

Perhaps one of the most important methods of impressing employees, especially new ones, with the idea of danger from respiratory and other hazards is through safety instruction in orientation classes before they start to work. This is being done in many industrial plants with marked success. We believe that such a

program will be of vital interest to those who have had no previous shipyard experience.

Before closing I want to mention the ventilation standards as recommended in the U. S. Navy Department—U. S. Maritime Commission, "Safety and Industrial Health Manual in Contract Shipyards" a recent issue, and the "1021 Answers to Industrial Health and Safety Problems" published this year by Occupational Hazards, Inc. They are most helpful and timely publications and should be available to everyone connected with safety programs in any industry.

Crane Safety

LIEUT. COMDR. L. F. KENGLE, U.S.N. (Ret)

A survey of the information at hand on crane safety shows that there is a wealth of material on this serious subject. It has been exhaustively studied and reported. As you know, standards of safety have been set up by the American Society of Mechanical Engineers, by the Bureau of Yards and Docks of the Navy Department, by the National Safety Council, by the American Standards Association, by the states in their Industrial Accident Commissions and by the insurance carriers for private concerns. It should be apparent then, that since these extensive standards cover the design of the structure and the safety of the mechanical equipment and protective devices, cranes may be acquired, redesigned and overhauled with a maximum of assurance that from the items of design every known hazard to health and safety will be eliminated.

Criticism of Present Rules

From the above sources there may also be gained a well-rounded set of rules covering inspection and test. Not only is this information available from these sources, but methods of reporting, checking and inspection can be set up, so that positive assurance may be had that these minimum standards will be maintained throughout the life of the equipment. These rules cover the vast majority of all crane operations. The only criticisms that

may be leveled at these rules are: First, in the simplification of the rules so they may be easily understood by all operators; secondly, in the adequacy of the rules to cover all incidents; third, in the standardization of the equipment used; and, fourth, in providing weight indicators to supplement on the part of the operators.

It requires judgment to make the rules fit into one's own crane problems. It is recommended that they be perused thoroughly, so that sets of rules and instructions may be made out for each activity with extraneous material eliminated from the instruction books issued to the operative personnel.

Basis for Discipline

We find it is better to base your discipline on a violation of a rule rather than upon an incident. This establishes in the minds of the operating personnel a realization of the significance of a published rule or regulation. Although the violation of a rule may not result in an accident, the continued violation of a published rule will eventually lead to a serious incident. After an incident of serious nature, its effect has a disciplinary aspect. If the rules are adequate, concise, and understandable and are complied with by personnel, no incident can occur.

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†As elected by delegates in Congress Session

TUESDAY AFTERNOON SESSION

October 5, 1943

Annual Report of General Chairman

**F. A. BOGUE, Superintendent of Safety,
The Chicago, Rock Island & Pacific Railway Co., Chicago**

The past year has placed an enormous load upon the railroads, taxing their capacity to the limit to provide the required transportation service for the country, and during the past year the railroads have been con-

fronted with the rising toll of personal injuries which has made unusual demands upon the time and efforts of all.

It has, however, been inspiring to have served as your General Chairman during

this period officers a Section, ness for always b

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this period and to have associated with the officers and members of the Steam Railroad Section, whose untiring efforts and helpfulness for the cause of railroad safety will always be remembered and appreciated.

Increase in Membership

During the past year the following railroads have become members of the National Safety Council:

The Southern Pacific

Louisville and Nashville

Chicago, North Shore and Milwaukee

Columbia, Newberry and Laurens

Alton & Southern

This is an addition of 5 railroad memberships to the National Safety Council and, while we regret that 3 of the smaller lines cancelled their memberships during the year, there is a net gain of 2 members, there being 104 member railroads a year ago, 106 at present; reflecting much credit upon Chairman G. W. Elste and his committee.

The Contest Committee has followed the established practice of the past several years as it has been felt that the basis is proper and no changes are in order. The annual award dinner was held on May 3rd last. Awards were given to the winners of the various railroads, to the Pullman Company zone and several shops which operated

throughout the year 1942 without a reportable employee casualty, also to the switching and terminal companies showing the best results in accident prevention work. The Annual Green Book was prepared and published by our efficient secretary, Lew Palmer.

Poster Sales Large

The Poster Committee, of which Mr. Henry is chairman, submitted 6 sketches to the National Safety Council, one of which was adopted and which many of you will remember—THEY'RE DEPENDING ON YOU. This poster had one of the largest sales of those issued by the Council.

The Safe Practices Pamphlet Committee, of which Mr. Flannigan is chairman, has shown substantial progress.

Because of the increasing accident trend and the unusual conditions with respect to labor turn-over and the difficulties of securing the necessary labor which applied to all departments of the railroads, it was felt that no more beneficial program could be provided for two days of our three day session than the panel discussion program which has been arranged through the efforts of our program chairman, Mr. John Tenney. The effect of disabling injuries has taken on an even greater importance than under ordinary conditions in interfering with railroad operation for there has never been a time when the availability of every employee has been so important.

Greetings From Safety Section, A. A. R.

O. F. GNADINGER, Supervisor of Safety, The Elgin, Joliet & Eastern Railway Co., Joliet, Ill., and Chairman of Safety Section, A.A.R.

It is an honor and a privilege for me to convey to this meeting the greetings of the Safety Section of the Association of American Railroads.

I do not believe we can over-estimate the value of meetings such as this. In addition to giving us the opportunity to renew old acquaintances and friendships, we also are given an opportunity to discuss those problems that we must meet from day to day in our work of accident prevention and to exchange ideas.

The Steam Railroad Section of the National Safety Council and the Safety Section of the Association of American Railroads are both working for the same purpose, the prevention of railroad accidents, and the two organizations should co-operate, particularly when we remember that nearly all railroads are represented in both. Every safety officer should be as willing to serve the one organization as the other. None of us should hold back when called upon to serve on committees or to take part in a program.