

Idaho Logging Safety News

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THANKS TO YOU LOGGERS, SAFETY CLASSES DECLARED A SUCCESS

I just wanted to take a minute to thank all of you lumberjacks that put up with us and sat through another year of safety classes. I know the training is redundant. As a logger so eloquently stated, "Geez man, it is the same thing every year"! And, to hopefully make it a complete waste of your time, I hope you never have a use for any of that training. But just in case the bad thing does happen out there in the woods, being able to work on your buddy might make all those hours spent in the classes seem worthwhile. Thanks Again!



This packed house in Bonners Ferry is a good example of just about every class this year. The only small one we had was in Pierce because the lumberjacks in that area were still logging. (they finally got rained out the next day)

We are going to mess with next years schedule a little bit and hopefully add another class to try and relieve the pressure in those rooms that are just too darned full.

In this issue: Getting the Yarder Ready, Fire Tools on the Job, Safety Meetings and Much More!



Dan Baker, Dick Stevens and Lonnie Piehl discuss some important issues during a break at the Ponderay meeting.

Dick has logged in the Sandpoint area since he was a kid, but has recently been investigating that retirement deal. "Since I am not logging anymore I wasn't going to come this year, but you know, I have never missed a class since you fellows started doing them so I thought I better show up".

The best part of this job is meeting some very honorable people. Mr. Stevens is at the top of that list.

MAKING SURE THE YARDER IS READY TO SKID RIGHT FROM THE GET GO!

By Mike Moore



*This company uses cones to mark the area not to enter because of swing clearance concerns. I liked the cones because it was quick and easy to put them out. Whatever you use, cones, ribbons or signs, make sure **EVERYONE** on the crew knows what it means.*

Every line machine is a little different so the check list is going to vary, but some extra effort **now** can sure help things run safer and smoother once you get back in the woods. And operators, after you do your boom and cable inspections, **DON'T FORGET TO DOCUMENT IT!**

Once you get in the woods, try and stick with the basics right from the start. Fall your snags, don't tie off in standing trees (if you have to, remember, at least two tree lengths or further from the work area), and keep personnel, *including the boss*, clear of the front of the machine when yarding turns. No "chasing from the chute" and, if one of your hookers grabs a saw, get some chaps, eye and ear protection on them.

The rule says if you have three feet or less clearance between the yarder and the bank, you need to mark that area as a "keep out" zone. I always figured it was easier to mark that area every time you set up even if there was more than three feet. That way you are in compliance with the rule and the crew gets used to **NOT** going behind the machine.

Keeping the crew completely away from any "pinch zones" while the machine is working has always been a problem. Some crews take all of the tools off the yarder and place them in an open area so there is no reason for any of the crew to get around the machine. If you have tools on the yarder that the crew may need, put them in a tool box and lock it, that way they have ask the operator for the key and he will know where they are.

This is basic stuff, but sometimes the basics are the easiest to forget, ignore or put off "till tomorrow". Adherence can go a long way in cutting the risk factor down in this inherently dangerous part of our industry.

The calendar says it is spring, but I can see snow falling a few hundred feet above me as I write this article. Hopefully by the time this gets out in print, things will have started to dry up a little. Rain, snow or whatever, everyone is pretty eager to get back in the woods so I thought I would share a few thoughts and reminders for line crews.

Most equipment probably ended up back at the shop, but there is always a few machines that don't. Either way, startup is always a good time to do a thorough inspection of your line machines, especially the critical areas.

Take a close look at the boom and gantry for bends, cracks or broken gussets. Inspect the boom and gantry pins and anchor points, sheaves, fairleads, horseheads, blocks (pins, bales and anchor points), guyline winches and anchor points, guylines and their respective eyes or buttons and bells, penant guys (within service limits), etc.

WHAT DO YOU MEAN FIRE SEASON? I STILL GOT TRUCKS STUCK IN THE MUD!

After one of the wettest springs ever, probably the last thing on you logger's minds is dealing with a fire on one of your jobs. With all this moisture the grass and brush has been growing about six inches a day however, and when it does dry out (it will, won't it?) you may be logging in a tinder box. Or as David K used to say every spring, "Bad fire year boys". Anyway, it is good to be prepared.

I was talking to Howard Weeks, the boss down at the Clearwater Potlatch Timber Protection Agency (CPTPA), the other day and he gave me a list of what you loggers need out on the job plus some good advise.

Lets start with what is **required** during the closed fire season, May 10th to Oct. 20th, according to Idaho Code for harvest operations on forest land: *1. Each operation shall have readily available an equal mix (one to one) one Pulaski or one shovel for each person on the job. 2. Chainsaw screens maintained in good condition. 3. One 8 oz. fire extinguisher and one shovel to be kept with the power saw and gas jugs. 4. One chemical ABC fire extinguisher not less than 2.5 lb. in size with each vehicle and power equipment. 5. Each operation shall have designated a fire crew and fire foreman to take immediate action without request to suppress any fire occurring within the activity area. 6. Immediately report every fire that occurs to the local Forest Protective District.*

Some suggestions Howard had for you loggers are: *1. Feller Buncher cutting head teeth and bearings are in good condition to prevent friction related fires (Feller Bunchers start more fires than any other type of machine) 2. Fire pumpers are in serviceable condition. 3. Fire extinguishers are in serviceable condition. 4. Contact information and job location for medivac and fire reporting is readily available.*

Howard always makes it clear to me how much his agency depends on the loggers. "They are the first ones to spot a fire and usually the first ones on the scene. The loggers are the key to getting a handle on a fire early". Wherever you are logging in Idaho, get that "reporting" information to your crew.

SNIVEL KIT MAY BE THE ANSWER!

By Monte Biggers

During our safety classes this year we went over the requirements for first aid kits on the jobsite. One of the things I heard mentioned was how hard it was to keep the kits intact throughout the year. A logger might suffer a pretty minor injury and then get into one of the kits and rummage around making a mess of things. Here are a couple of ideas that might help solve the problem.

One is to seal your regulation first aid kit in a vacuum bag and label it "***open in case of life threatening injury only***". Then provide another kit that contains things commonly used such as band aids, elastic bandages, etc., just the items that you would use in a non life threatening injury situation (it may not hurt to throw in a blood borne pathogen kit too). You can label this kit the "***Snivel Kit***". This might help keep your regulation kit in order for when you really need it and still provide supplies for the minor injuries.

If you want to go one step further, another thing you could do is make up a kit that just contains compresses, elastic wrap, a blood borne pathogen kit and maybe a package or two of a blood clotting agent. Think of the things you may use in a real life threatening situation where major bleeding is involved. You would then vacuum seal this kit and label it "***open in case of severe bleeding only***". This might not keep your regulation kit intact but having what you need to stop deadly bleeding may just save a life.

LOGGING ACCIDENT FREQUENCY ON THE RISE AND *(as usual)* SAFETY GUYS ARE LEADING THE WAY!

Since logging accidents had been on the decline for quite a few years in a row, I figured in no time at all we would cease having anyone ever getting banged up again. Apparently I was wrong. Toward the latter part of last season we had an increase of reported accidents in our industry.

I just wanted to mention this as kind of a “reminder” to keep working on the safety end of things. Considering the type of work you loggers do, resulting in so few accidents, is unbelievable. You have all put in a great deal of effort getting yourself and your companies to this point, so keep up the good work!



Henderson Logging office worker Sarah Gibson patches up whining safety guy

INJURY ACCIDENT

Two loggers were working with a cat, skidding up run-away logs below a road. They had a log hooked in the lead choker and needed to hook another. The hooker was standing at the rear of the cat switching out a choker from one slider to another when the operator thought he would “help out” by giving him some slack. Instead of giving slack, he accidentally went ahead on the winch, pulling the hooker’s hand into the arch roller. The fellow’s hand was severely crushed and he ended up losing his index finger.

This is a pretty tough reminder that lines (on a cat, skidder or yarder) are not to be moved without a clear signal or audible request.



Logging Rule: Rigging shall be moved by established signals and procedures only.

Logging Rule: Every employer shall arrange suitable telephone or radio communication at the nearest reasonable point, and shall work out a definite plan of action to be taken in the event of serious injury to any employee.

INJURY ACCIDENT

While folding logging safety newsletters, an unnamed fellow (TERRY “BEAR” STREETER) received not ONE but TWO PAPER CUTS. Since we put the newsletter together at Steve Henderson Logging’s office, Sarah Gibson was on hand to administer the much needed first aid!

For all of you that have known and logged with Bear over the years, I sure hope you don’t give him TOO much trouble for getting these serious wounds!!!!!!!!!!!!

INJURY ACCIDENT

A very experienced faller had his saw kick back out of a back cut, striking him in the lower leg. His chaps did their job and stopped the chain, though he was still cut badly enough to nick his shin bone. He is convinced he might very well have cut his leg off—“I just put on a new chain” - if he had not been wearing chaps as the saw was at max RPM when it hit him. One more testimonial to add to a long list that CHAPS REALLY DO WORK!

I'LL FALL A ROTTEN 5 FOOT WHITE FIR, HOOK LOGS ON THE SIDE OF A CLIFF AND DRIVE THE LOG TRUCK DOWN DEADMAN'S HILL, BUT KEEP THOSE TICKS AWAY FROM ME!

After writing articles for years about loggers getting hurt, equipment tipping over and loaded log trucks having "run aways", the one article we got the most input from was about TICKS! So, since it is that time of the year, we decided to run it again. Besides, it gives you loggers just one more thing to worry about.

Information from the Canadian Lyme Disease Foundation says ticks carry many diseases, two being Lyme Disease and Rocky Mountain Fever. "Tick Paralysis" is also a possibility, which affects a person with a slow paralysis over a couple of days and can cause death if the attached tick is not found. Apparently, individuals will recover within hours once the tick is found and removed.

Diseases are less likely to occur if the tick is removed within 24 hours of attachment. For this reason daily checks for ticks and prompt removal of any attached ticks will help prevent infection.

How to remove a wood tick! DO NOT use petroleum jelly, a hot match or nail polish. Attempting to remove the tick using these methods could be dangerous by making the tick vomit, which increases the possibility of infection or disease. Use tweezers to grab the tick as close to the skin as possible and gently pull upward. Never twist the tick as you pull or yank it quickly, as you can leave the mouth parts still lingering in the bite site. Wash the area with warm water and soap and apply antiseptic.

If you are in areas where ticks are present, you can protect yourself by wearing light colored clothing so that ticks can be spotted easier and removed before becoming attached. Tight collars and wearing long sleeved shirts with tape or bands at the cuffs and bottoms of the pant legs may provide additional protection. Repellents containing "Deet" applied to clothes and exposed skin can also be used.

Ticks can make you sick and even prove to be deadly so take them seriously. We used to believe that there was a heavier infiltration of ticks after milder winters, but apparently that is not so. Ticks are simply nasty creatures!

Ooh, what is that crawling up your leg?



Logging Rule: Where workers are subject to eye hazards (flying particles, dusts, hazardous liquids, gases, mists or vapors, or injurious light rays) they shall be furnished with and shall wear eye protection suitable for the hazards involved. Such eye protection shall conform to the American National Standard Institute standards for Head, Eyes and Respiratory protection.

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APPRECIATING LOGGING TRUCKS and THE PEOPLE THAT DRIVE THEM

By Terry Streeter

The first thing that comes to mind when I hear the word “trucks” is getting up early and very long days. I know, I drove for 10 years and loaded and worked on them for many years after that. I think however, sometimes crews do not appreciate trucks enough. Yes, it seems like they are always in the way or you are waiting for them to go by, but in the logging world, they are a *necessary evil*.

Trucks have 2 jobs in the woods. They haul equipment in and out and haul logs to the mill. You should remember that if the equipment doesn't get there you can't make logs and if the logs do not get to the mill, you do not get paid.

There are a few other reasons we should appreciate trucks. They are a great source of communication in emergency situations. In the woods, truck drivers always know where everyone is and can help guide emergency help to the needed location. They deliver parts, make great look outs for fires, keep you updated on the weather and how the roads are holding up.

I have always said it takes only two weeks to get out of shape during break up but it takes 8 weeks to get back into shape when you get back in the woods. You're rusty, sleepy, and slow for days until you get back in the groove of things.

A trucker does not have this luxury. Their skills are on call immediately from the first morning they start the truck in the spring. Leaving early, driving on narrow roads, putting up with traffic and backing up a half mile in the dark to the loader is part of a “normal” day. They do this day in and day out and are expected to do it right every time.

I've always thought if anyone wanted a truck, they deserve one. It takes a lot of dedication, time, money, maintenance, patience, paper work (lots of paper work these days) to keep a truck on the road,



ANSWERING QUESTIONS ON AED's

By Monte Biggers

I had quite a few questions about AED's (Automated External Defibrillators) this year during the first aid classes. I have learned that AED's have been proven to be much more effective in reviving a person than CPR alone. The new rules state that a person no longer has to be trained in order to use an AED, but as common sense tells us, knowing basic CPR is a huge plus.

Another thing I would like to mention is that AED's have really come down in price and simplicity since their introduction. After a little research online I have found small portable units for as little as \$399.00.

We all know doing CPR can be quite physically challenging, especially if you are of small stature and working on a larger person. With that in mind, investigating AED's a little further might be of an interest you.

LARSON LOGGING TAKES CARE OF PRE-WORK NECESSITIES IN THEIR ANNUAL SAFETY MEETING

As you loggers are well aware, there is quite a mountain of training and paperwork you have to go through anymore BEFORE you even go to the woods. The days of, *“the crummy leaves at 4 tomorrow morning, be in it and we will see what you can do”* are apparently over. Some of what is required is kind of a pain in the patooee, but much of it I believe, can definitely be a benefit to your company.



John Larson obviously thinks that too. He is one of those, *“if we are going to do it, then lets get something out of it”* type of guys. Even though his crew is a very experienced and knowledgeable bunch, John asked them about any near misses or accidents (very few) they had last season. They brought up a couple of close calls and talked about how to avoid them in the future. (The crews input was impressive)

Potlatch has a training video out for the logging companies that work on their ground, which Larson does. John went through this video explaining clearly what the landowner expected of them. He also touched on a safety concern he had on the job they were moving on to (blow down), and at the end they got all of that tedious paper work out of the way. A couple of hours spent at the shop that could save days of lost time later.

John’s message was clear, *“I want production, but never to the point someone gets hurt”!* Good Job Guys.



LOGGING BLOW DOWN *By Monte Biggers*



While we were on our *Safety Class World Tour* this year, I noticed that there was an unusual amount of blow down throughout the state. Because you loggers will be the ones cleaning them up, I just wanted to point out that you need to be a little extra cautious when working around those tipped over trees.

They often will move in unexpected ways when you buck them and you also have to watch out for the root wad of the tree. You should treat blow downs as you would any other tree you are falling. This means anticipate where it will go when bucked and also have an escape route. Even if you start at the top of the tree and work your way back, as many fallers will do, the root wad can still pivot downhill and swing the stem of the tree uphill unexpectedly. The root wad adds a lot of weight and mass to what may seem a pretty small tree. This, and the pressures exerted on a blow down from being wedged between standing trees, highlight the need for good planning and escape routes.

After you get them bucked into logs, you fallers remind the skidding crew they will be working under some pretty unstable stuff. Out running a root wad is not the funnest thing a person will ever do!

Looking back over the years, logging blow down has resulted in some horrible accidents here in Idaho. That is a trend you loggers can put a halt to!

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