

Idaho Logging Safety News

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Loader operator SHANE GARCIA and company owner JACKSON RUSSELL pose with yarder operator ZACK SCHAFFER. They said they only let Zack out of his machine at quitting time!

RUSSELL LOGGING TAKES THE WIND OUT OF THE SAFETY GUYS SAILS!

Usually on a job visit I can find one or two safety things a logging contractor has "forgotten" to do (*since they have a billion things on their mind*). Most of the time it is not the important safety items but maybe a jug not labeled or other "knit picking" stuff.

So, when I started down through the "check list" with **Jackson**, his responses were "*We have that in the pickups, we have those on each piece of equipment, that is on the yarder, we have radios on everybody*" and so on and so on, you get the picture.

Just when I didn't think I could feel anymore useless, Jackson started in with more. "*Look at this Galen, we also have added this to our emergency plan, bought a new fiberglass basket, have more than the required fire fighting equipment and*"

That was it, Jackson had me down and now he was rubbing my nose in it! I finally asked him why was I even there? "*You could unhook chokers for a bit, but be careful...we don't want any accidents on our job!*"

Seriously, we really do appreciate the great job **ALL** of you loggers do to make things as safe as possible!

Loggers have been asking us lately what contents they need in their 1st Aid kits, so here it is:

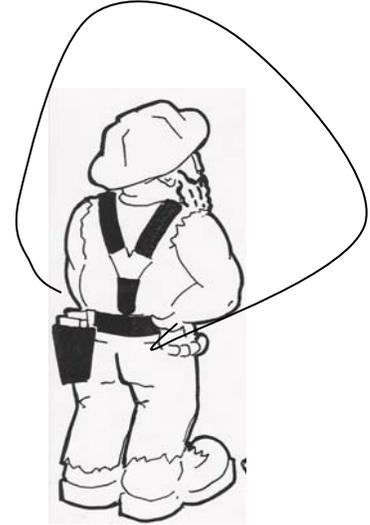
1. Gauze Pads (at least 4 x 4 inches)
2. Two large gauze pads (at least 8 x 10 inches)
3. Box of band-aids
4. One package gauze roller bandage (at least 2 inches wide)
5. Two triangular bandages
6. Wound cleaning agent such as sealed moistened towelettes
7. Scissors
8. At least one blanket
9. Tweezers
10. Adhesive tape
11. Latex gloves
12. Resuscitation equipment such as resuscitation bag, airway, or pocket mask
13. Two elastic wraps
14. Splint
15. Directions for requesting emergency assistance.

LOGGER JUMPING ROPE LEAVES SOME BRUISES... AND OTHER FUN CONTACT WITH CABLE!

By Stan Leach

This first one will have to go under *things you didn't know you needed to watch for* category.

A mishap occurred when a line skidding crew was putting on some new cables. They were carefully feeding the new line onto the drum and all eyes were on that process. The spool was on its side on a spindle, rotating as the line was peeled off. Most of the way through the spool, the tail end of the cable (which is normally stapled and/or wired to the spool) came loose.



Now picture a giant weed-eater with a 1 inch line whipping around and you will understand the situation. The hooker on the ground with his back to the spool got whacked. He said if he had seen it coming he could have easily jumped over it, but unseen he had no chance. He wasn't seriously hurt but did have a long string of bruising down the back of his leg.

I have never heard of this happening before but it is something to think about the next time you are unspooling cable.

I also talked to another logger who had a run in with a cable barb. He said they were putting on some new line and while watching to be sure the line spooled on correctly he made the mistake of letting the cable slide through his hands. A barb, typically not on new cable, sliced his hands as it passed through. The rule of thumb has always been when working with cable, hand over hand or use a stick to help guide the cable. This rule apparently needs to be applied to new cable as well.

We also had a logger injured while pulling the bull line over the fairlead on a cat winch. The end of the line was getting frayed so the guys tied a new knot out in the woods. After reaching the landing they were going to pull out the line so they could cut the bad section off. Unfortunately the bad end got bound up on the fairlead. A hard pull got it through but it also released the stored energy in the bent cable. This allowed the bad section, barbs and all, to swing around striking the logger in the eye. He has had a couple of surgeries but will probably never regain full vision in that eye. Just a few of things to think about next time you are working with cable.

This logger is very experienced and has always been *extremely* serious about logging safely and using safety equipment. When he told us his story, he was beating himself up because the safety glasses were right there by the cable cutter he was about to use. This is one of those "*if it can happen to him, it can happen to any of us*" stories that we can use as a reminder.



KUYKENDALL LOGGING'S processor operator Jake Fletcher, yarder operator John Knapik and loader operator Steve Lowery

NEED SOME EYES IN THE BACK OF YOUR HEAD SOMETIMES!

By Galen Hamilton

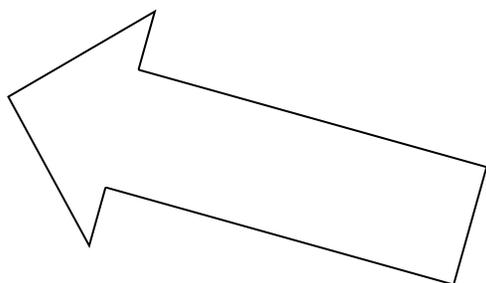
Looking for newsletter article ideas, I asked Jake what safety concerns he had operating a processor. Without a seconds hesitation, he said **vision**, “*You can’t see a darn thing out of here unless it is directly in front or out this side*”.

That is especially true for the processors but it goes for all the logging equipment. On the yarder, John was cranking his head one way and another as he was keeping an eye on the chaser, the lines, the drum, the carriage and Steve who was pulling away with the loader.

Steve’s eyeballs were also busy watching the yarder’s lines, the chaser, the tree lengths he had grappled, the road back to Jake’s machine and Jake’s machine which he was trying to get close enough to deliver the tree lengths.

Jake, whose machine when grappling a tree length has the ability to smack anything within about a 200 foot circle, is watching gauges, the tree to determine how to get the best “quality” log, checking behind him to make sure the boom isn’t hitting the bank and trying to see Steve out his blind side!

I know I am making this sound a little more “dramatic” than it is, but if you think about it all you loggers (sawyers, hookers, mechanics, truck drivers, etc.) are constantly watching out for stuff that could go wrong in a split second. The obvious answer is getting more eyeballs attached to the back of your hard hat, and I will look into that, but until then keep the ones you have open and ***DON’T BLINK!***



(I am butting in on Stan’s articles, but this one reminded me of several accidents we had years ago. These were all serious with loggers losing fingers, part of a hand and in one case, an arm when they were guiding on cable. If you have new hookers on your crew teach them the proper way to handle that wire rope!)

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GOOD IDEAS COME FROM THOSE WHO FACE THE PROBLEM

Perry Goicoechea, a long time trucker, recently showed me a good idea he had come up with and applied to his log trailer. Expanded metal welded in behind the bunk gives him a good place to step while walking across the bunk to turn the stake extensions over. Poor footing and slick conditions have led to a bunch of injuries for truck drivers over the years. Having a good solid place to put your feet might help prevent some accidents so you will never miss a trip!



Nobody knows the “obstacles” loggers face better than the one doing the job. And NOBODY knows how to fix them better than that logger!

Good job Perry!



TALKING ABOUT “FACING SOME PROBLEMS”

SNYDER LOGGING’S line crew had a “pleasant” vacation from their skidding duties when their boss called on the radio and calmly yelled, ***“Get the Cat, the shovels and Pulaski’s, and get over here!”***

Paul Snyder had gone back to the other side of their logging job to pile some brush. Coming around a corner he spotted a huge cedar bellowing flames and smoke. Even though the fire was not on their job, the loggers opened up an old road to the area of the fire and then did hand work to keep the fire from spreading.

Paul had also called the ***Clearwater Potlatch Timber Protection Agency*** and they soon arrived and took over. The loggers were rewarded by letting them go back to skidding logs!

With several lightning storms passing through the state lately, having good communication between loggers and fire agencies like the CPTPA has been a big help keeping those fires manageable.



To the left fire fighters and loggers working together.

I don’t know if you can tell in the picture to the right, but you can see clear through the “shell” of this 12 foot cedar. Flames were also shooting out about 100 feet above. They put in a fire line and then got out of the way! Good Job!!!



“EXPERIENCED” LOGGER THREATENS RETIREMENT!

(We have heard that before!)

When I asked **Rod Shawver** how much more they had, he said very definitely, *“I have two more drags...and that is it!”* I could tell by his voice he was meaning more than what was left to skid on this job.

When Rod confirmed he was retiring I asked how long he had been logging. He told me 52 years but then mentioned that he and his brother had logged for their dad with horses the whole time they were growing up. Added up, close to 60 years in the woods!

One of the questions we safety guys are asked on a regular basis is if we know a skidder operator, loader opera-

tor, or just someone that will show up to work every day! Rod has been showing up everyday and giving it 100% for a long time. It is an honor to know this ol lumberjack!

When I told a friend of Rod’s about his retirement plans, his friend screamed, *“I have been hearing that for the last 20 years!”* so I guess we will have to wait and see. Enjoy it Mr. Shawver, you have earned it!



Rod and his skidding partner Bill Olsen work for Mike Burrell Logging. Mike and Bill will be the first to tell you that you just don’t replace people like Rod Shawver!

ANOTHER “SIMPLE” DAY FOR HANSEN LOGGING

(Just take this cable over the cliff, across the creek, over the road, up the cliff...)

When the landowners of north-central Idaho have a patch of timber that they are not sure can be logged they quite often call on the crews of Hansen Logging. Their professionalism, expertise, production, and can do attitude are a real joy to see in action.

A recent visit to Hansen’s Marble Creek jobsite found them stretched out over four thousand feet to the tail hold. Now to complicate matters, that distance included crossing Marble Creek not once but twice as the creek makes a big horseshoe bend in between the yarder and the tail hold. The road that follows Marble Creek also had to be crossed twice which required two flaggers and enough warning signs to fill the back of a pickup. There was a real nice solid rock hogsback ridge in between the creek crossings to help challenge the crew. Then, to top it off, the tail hold was located on a knob about one thousand feet up a steep incline after the last creek crossing. Six trees were utilized in rigging the tail block to support the skyline.

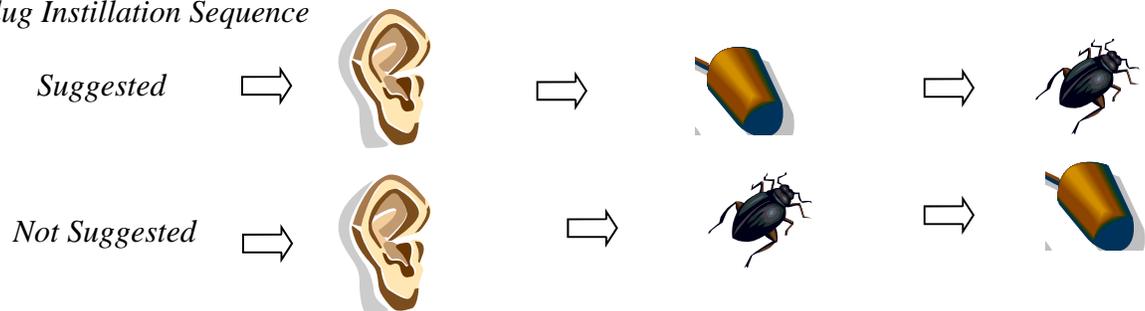
Just like a lot of the strips you line crews are working on these days, the ground sloped gradually for about a third of the way then broke off on a severe slope down to the creek. The bottom piece was steep enough that a good man with a Frisbee could probably float one from the break of the hill all the way down to the flaggers on the road. Despite all the challenges and logistical hurdles, Hansen’s crew and their Thunderbird yarder were getting the job done safely and efficiently. Good job guys!

LOGGERS DEAL WITH SOME UNUSUAL INJURIES

A logger with allergies was constantly wiping his watery eyes with his gloved hands. Contaminants from his gloves led to him getting a severe infection in his eyelid and the tissue around his eye.

A faller had a pine beetle get into his ear and attach itself to his eardrum. It seems that after spending awhile trapped by the fallers earplug the beetle just decided to dog in and hang on. The beetle was firmly stuck on the eardrum and the doctor tried unsuccessfully to remove it. Fearing he would damage the eardrum further the doctor then drowned the beetle. They are now waiting for the beetle to dissolve and will evaluate the damage, if any, in a week or so.

Ear Plug Instillation Sequence



USING “ON STAR” FOR EMERGENCY COMMUNICATION

By Mont Biggers

On Star is a communications system found on many GM trucks and cars. Recently a logger asked me if it could be used for emergency situations where you would need to call State Comm. I was pretty sure that system normally works off of cellular service so I didn't know if it would work any better than a cell phone. I contacted On Star and here are a few things I learned.

The phone service on equipped rigs is much more powerful than a handheld cell phone so there is a good chance that you could use it where a regular cell phone won't get out.

On Star also has a satellite based communications system built in. For instance, if you were in a wreck and the airbags deployed or if you pushed the red or blue button (usually located on the mirror), you would be using satellite based communications to talk to an On Star operator. By using satellites you have a much better area of coverage than normal cell service. When I talked to On Star they told me they could then place the call to State Comm for us using the satellite linkup.

Once activated, On Star also reads the GPS co-ordinates of the rig the call was made from and could supply that information, if asked.

The On Star person also said it would be ok to place a call to them to verify the service and linkup would work. If you have a rig that does have On Star, it might be worth checking out.

FIRE PREVENTION AND HAZARDS

By Terry Streeter

The summer is winding down but it still is hot and dry enough to have a fire, whether it be natural or by man or machine. I have heard of 3 pieces of equipment burnt up this season. I do not know what the causes were for sure, but I do know it is costly replacing that machine, not to mention the production time loss.

Logging equipment gets dirty, we all know that. Limbs get shoved up in them which rub on everything. Leaves, needles, brush, get packed on them, sometimes near the exhaust system. Mix that with grease, a broken hose or loose fitting and you get a pretty scary combination.

A lot of the logging equipment does not make it to the shop very often, maybe not until the end of the season. Stepping up your cleaning routines in the woods might be a good move. Its not that hard to pack water and a pressure washer up to the job and spray off a machine. That may be preventing a fire. (Maybe the boss would even give you a little extra for the effort!)



On a hot, 95 degree day, I pulled into the gas pumps. I looked over and one guy was on his cell phone rattling on and two spaces down a girl was smoking while gassing up! After sharing that story with a logger (and we got done shaking our heads) he told me that apparently gas is not the only dangerous fuel to be careful of anymore.

He said he had read a great article in a timber magazine that warns of the dangers and hazardous natures of ultra low sulfur diesel.

The article states that the ultra low diesel fuel the refineries have been producing is a cleaner burning formulation, but can also be more hazardous (combustible). The Association of Equipment Manufactures (AEM) issued Practices and Guidance Bulletins that warn of higher static electricity fire/explosion risks during refueling.

With most of the sulfur removed, the fuel is less conductive, and its ability to hold a static charge is increased. Thus, its hazardous status is elevated. Static charges can build up in the fuel as it flows though a delivery system and could result in a fire or explosion if they discharge while combustible vapors are present. To lesson this threat, AEM recommends that the entire fuel system (fuel tank, transfer pump, hose and nozzle) be properly grounded and bonded.

With most trucks and pickups carrying over 100 gallons it could be a bad situation to be in. When you fuel make sure the nozzle remains grounded while your pumping, even with Diesel!



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