

Idaho Logging Safety News

Published quarterly in the interest of logging safety by the
Division of Building Safety, Logging Safety Bureau

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You can quit holding your breath, the *SAFETY CLASSES* are finally here! Coffee, doughnuts and visiting starts at 7 a.m. with classes firing up at 8. In a combined effort between the Associated Logging Contractors and your state logging safety program, **1st Aid, CPR** and **required annual training** will be covered. A couple of the classes are going to be held at new addresses, so take a quick check below. The logging association picks up the tab for these buildings, so a BIG thanks for that! See you there.

2009 LOGGING SAFETY CLASSES

LOCATION	DATE	ADDRESS
Orofino *	Tuesday, March 3	Best Western Lodge, 615 Main
New Meadows	Wednesday, March 4	New Meadows Senior Center
Post Falls *	Tuesday, March 10	Post Falls Theater, 1486 W. Seltice
Ponderay	Wednesday, March 11	Ponderay Events Center 401 Bonner-Mall Way, Suite E, Ponderay
Troy*	Thursday, March 12	Troy Lion's Club, 415 S. Main St.
St. Maries (1)	Tuesday, March 17	Eagles, 707 Main St.
Princeton	Wednesday, March 18	Palouse River Community Center
Pierce #	Thursday, March 19	Pierce Community Center
Bonnars Ferry *	Tuesday, March	Kootenai River Inn, 7169 Plaza St.
Wallace	Wednesday, March 25	Elks Temple, 419 Cedar St.
St. Maries (2) #	Thursday, March	Eagles, 707 Main St.
Grangeville	Tuesday, April 14	Elks Lodge, 111 S. Meadow
Emmett	Wednesday, April 15	Gem County Senior Cit. Center
St. Anthony	Thursday, April 16	Senior Center, 420 N. Bridge St. D

LOGGER FIRE TRAINING: Clearwater Potlatch Timber Protection Agency (CPTPA) will be conducting their annual fire training following our safety classes, as in the past. These classes (marked by the # above) will start approximately at 12:30. The **OROFINO** class will be March 9th at the National Guard Armory and start at 8 A.M. The *training walk* will be offered, so walking shoes are suggested. (leave the corks in the pickup) Please call 208-476-5612 for more info.

* **LEAP UPDATE** classes are offered at these locations *. To register for the LEAP update, contact your Extension office: Idaho Panhandle 208-446-1680, or North-Central Idaho 208-476-4434

PRO LOGGER TRAINING class in **EMMETT** April 14th at the Senior Center. 634-7125 Dept. of Lands

In this issue: Logging in a lightning storm; Removing your log truck from the barrow pit; Local loggers headed for the big screen in Hollywood! And much more....

Making Loggers First Aid Video Uncovers Hidden Acting Talent From North Idaho

If you know any of these guys you might want to give them a call and wish them a safe trip because as soon as the movie makers get a glance at them in the Loggers First Aid video, it will be off to California they go!

For all these years Terry Streeter, Don Hull and John Spellman have tried to lead a low profile life shooting over the top of elk and scaring fish from one end of Coeur d'Alene lake to the other when it is obvious they belong in Hollywood. I mean, just look at them!

You will have to come to a safety meeting to see it for yourself.



I was going to say something about their beards being pretty grey looking these days, but Mr. Streeter has shoulders about 6 foot wide and Mr. Spellman has a bat! Mr. Hull says we can't pick on him anymore because he is RETIRED.

JUST HOW GOOD A JOB ARE YOU LOGGERS DOING?

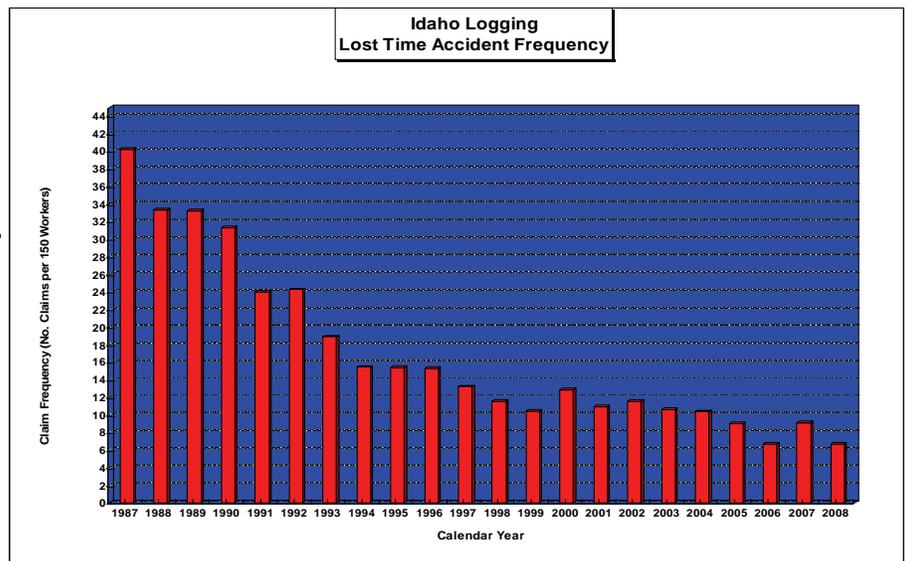
We are always badgering you lumberjacks about one safety issue or another, but we don't talk too often about accident numbers, or, as one old logger poetically put it, "Is this safety crap working or not"?

To answer the question I went to my friend John Graham who runs the Associate Loggers Exchange (ALE) which insures the majority of the logging companies in Idaho. John keeps very precise numbers which has proven over the years to be a very accurate picture of the industry.

The graph above shows every individual year since 1987. The numbers rising on the left show number of claims per 150 workers. The years run below. Quoting John, "This is the one that really tells the story. 2008 had the lowest accident frequency rate in ALE's 29 1/2 year history". In 1987 there were forty claims for every 150 loggers in the woods and in 2008 there were 6.

So, to answer the question of how good of job you loggers are doing, one might say—***GREAT!!!!*** (one accident costs as much as ten used to, but being just a safety guy I better not talk about that)

Oh, and to answer my old logging friend, as a *safety professional* I would like to say "***THIS SAFETY CRAP DOES WORK!***"



FLAMES AFFECT US ALL



My first thought as I glanced over at the saw mill was, “that is a heck of a lot of steam boiling in the air”. It wasn’t steam and by the time I got my pickup stopped the flames were already bursting above the roof. By now it is old news that Empire Lumber’s big log sawmill in Weippe burnt to the ground early last winter. The impact however, still hangs in the air as heavy as the smoke did that cold, rainy day.

A person’s instinct is to try and help so I started toward the mill. The first thing I noticed was the

foreman gathering the crew together making sure everyone was out of the mill. The crew, watching their livelihood go up in flames, wanted to get in and fight the fire, but knowing everyone was safe was their first step. I was impressed.

After everyone was accounted for they went to work doing their best to knock down the flames. The crew, with the help of a bunch of area fire departments, was able to keep the fire from spreading to other buildings which included the small log mill.

With the economy being what it is, the very last thing we needed was a mill burning down. Rumor has it Empire will rebuild (I heard it from 2 different log truck drivers so it has to be true) which would be a great relief to everyone in the state, whether they realize it or not.

THE SKAGIT CREW

Hansen Logging, Harvard Idaho
By Cliff Osborne

“Hey Cliff, why don’t you ever put our picture in your safety letter?”
“O.K. boys, smile, you are all going to be in the next one”.

That was how the conversation went when I stopped by the Skagit Crew this winter, one of three line crews Hansen’s has working.

The strip they were skidding required them to use intermediate supports because of the break in the hill. On one particular line they had to hang two supports. By using the supports they are able to get the carriage down the hill and have sufficient deflection to skid. Using supports greatly reduces the stress load on the skyline.

Knowing how to anchor the jack tree and line up the angles of all the

*Ryan Jensen,
Hooker Extra-ordinary*



Josh Quaade, Rigging man

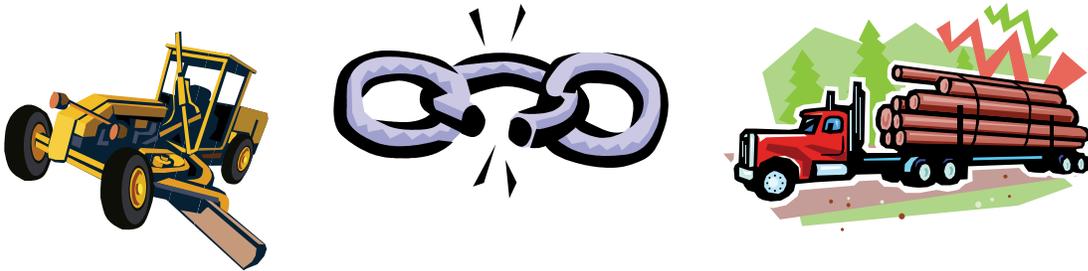


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A COUPLE OF ACCIDENTS WE CAN LEARN FROM

#1 An experienced truck driver was hurt while helping load a trailer. He was guiding another driver's trailer when it suddenly dropped and caught his finger between the tire and the truck bunk. The trailer was quite a ways in the air so the sudden drop caught him by surprise and he wasn't able to get his hand clear in time. (Failure of the winch brake may have contributed to the accident.) He didn't lose the finger but has lost a lot of work time trying to get it healed up.

#2 Another very experienced truck driver fell off his truck injuring his shoulder badly. He had climbed up onto the truck frame to unhook his trailer tie down (required when hauling to another state) and slipped and fell between the frame rails. He attempted to catch himself with various parts of his body, but the shoulder took the brunt of it. Again, he will recover, but has lost a lot of work healing up.



CLOSE CALLS GETTING TRUCKS BACK ON THE ROAD

By Monte Biggers

While attempting to unstuck a truck, a driver was almost pinned between a grader and the truck's bumper. The driver had jumped out to hook a chain onto the truck while the grader was backing down to him. Even though the grader was backing slow and was all chained up it still slid down, stopping within inches of the truck. After a mad scramble the driver was able to get clear by rolling under the front of the truck.

Telling this story to some other loggers, they pitched in some tales of their own. It seems there have been several instances where either the driver or another logger bailing in to help have come close to getting hit. Their suggestion was to maintain contact with the equipment operator and don't move in until he signals that it's safe to do so. They also pointed out instances where the cables and chains used to do the pulling have broken and narrowly missed striking someone. You should never get directly in front of or behind a cable or chain when it is under tension. If they break they can whip back violently. I heard a story from a landing man where they had used a truck wrapper to get a truck out of a bad spot. When the wrapper broke it whipped clear around the truck and almost got him, and he was standing on the driver's step when it happened! I am not going to discuss the merits of using a wrapper in this way but remember it may pay to back up a few extra steps if you do.

It can be summed up in the words of one cheerful patrol operator, "Stay where I can see you and when I start pulling get the hell out of the way!" It is a logger's nature to bail in and help and it's embarrassing to be the truck that's stuck. Putting those two things together often leads to everyone getting in a little too much of a hurry. From what I was told if we would just slow down a bit and think things through, we can get the truck back on the road and everyone home safely.

Focus on Safety

When the Clouds Roll In: Lightning Safety Awareness

– Robin Barker, engineering administrator

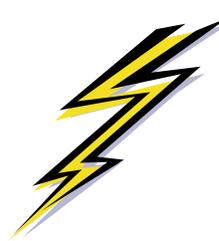
(reprinted from the Official Publication of Tigercat Industries Inc.
BETWEEN THE BRANCHES)

What is a Lightning Strike?

Lightning is a discharge of the electricity produced by a thunderstorm. As the thunderstorm develops, many small particles of ice within the storm clouds bump together. These collisions create a positive charge at the top of a cloud and a negative charge at the bottom. As this continues, a second positive charge builds up on the ground beneath the cloud. It is concentrated around the highest objects such as hills, trees, buildings, equipment and even people. When the difference between the electrical charge in the cloud and on the ground becomes great enough to overcome the resistance of the insulating air between them, an electrical current flows instantly. This is a lightning strike.

The electrical potential in a lightning strike can be as much as 100 million volts. Lightning strikes can occur over distances as great as 60 km (40 mi). Lightning travels both in front of and behind a thunderstorm, so strikes can occur before or after rain. Lightning can hit in the same place and often spreads out 18 m (60 ft) over the soil around the strike point.

Thunder always accompanies lightning. When lightning occurs, the air through which it travels is instantaneously heated to a temperature in excess of 28,000 °C (50,000 °F). The air expands rapidly due to this heating, then quickly contracts as it cools. It is this contracting shock wave that we hear as thunder.



Lightning Safety

Despite the popular myth that being struck by lightning is an unlikely event, the statistics show that lightning strikes occur frequently. In many areas of the world, lightning strikes are second only to flooding as the greatest cause of storm related death and injury. Although only 10% of lightning strike victims are killed (virtually all from cardiac or respiratory arrest) over 70% of survivors suffer severe, life-long injury and disability including memory loss, fatigue, chronic pain, dizziness, sleeping difficulty and the inability to complete several tasks at one time.

Forestry professionals are at high risk because their work is outdoors and close to known strike points such as tall trees and heavy equipment. Loggers can increase their chances of avoiding a lightning strike by following a few simple safety practices:

1. Designate a member of your crew to:
 - Monitor daily weather forecasts
 - Observe local weather conditions
 - Alert all other members of the crew when a possible lightning threat develops
2. When a storm moves nearby, don't start or continue any work that cannot be stopped immediately.
3. Anticipate a high-risk situation and take action early by moving to a low-risk location. Do not hesitate. If there is lightning, you are in danger.
4. Obey this rule: If you see lightning, flee. If you hear thunder, clear.
5. Do not follow the now obsolete guideline to take shelter when the time between seeing lightning and hearing thunder is 30 seconds or less. This does not provide sufficient time to ensure safety. Always follow step 4.

Lightning Cont.

6. Remain in your safe location for 30 minutes after the last sight of lightning or the last sound of thunder.

The safest location during lightning activity is inside a fully enclosed and substantially constructed building such as a house, office, school or shopping area. These are safest because of the electrical wiring and plumbing they contain. Should lightning strike, the electrical current will travel through the wiring or plumbing into the ground. When such a building is nearby, always seek shelter there first.

Unfortunately loggers do not often work close to buildings and therefore other alternatives must be considered. Sheds, weather shelters, hunting blinds, tents and other partially open or small structures are not safe as they lack the electrically grounded components of larger buildings. They are intended for sun or rain protection only. Do not seek shelter from lightning strikes inside these structures.

The second safest location during lightning activity is inside a fully enclosed car, van, truck or bus with a metal roof and metal sides. The electrical energy of a lightning strike to these vehicles is carried to ground by the conducting outer metal surfaces. This is called the skin effect. Do not seek safety from lightning strikes in vehicles with fiberglass or plastic body shells or in convertible top vehicles as they do not offer skin effect lightning protection.

Heavy forestry equipment such as a skidder, loader, feller buncher or forwarder with a fully enclosed rollover protective structure (ROPS) offers the advantage of the skin effect and is therefore safe in electrical storms. However, machines with a rollover canopy only are not safe against lightning strikes as they are open to electrically conductive rainwater and do not benefit from the skin effect. Operators of these machines must exit the cab and get to a safer location.

Rubber tires on motor vehicles and heavy equipment do not increase safety from lightning strikes. Lightning has already traveled a great distance through the air to strike the vehicle. In comparison, a few inches of rubber offers absolutely no additional insulation.

To summarize, if you are outside and see lightning or hear thunder, get inside. Run to the nearest building, motor vehicle or fully enclosed ROPS cab immediately. If you are already inside a building, don't watch the storm from open windows or doorways. Stay in inner rooms. Stay well away from corded telephones, electrical appliances, lighting fixtures, radio microphones, electrical sockets and plumbing pipes and fixtures.

If you are already inside a motor vehicle or fully enclosed ROPS equipment cab, stay inside. Don't step outside of the vehicle to move to another shelter. Very dangerous electrical pathways to ground may go through you. Shut down all operation, turn off the engine and close the doors and windows. Sit squarely in the seat with your hands in your lap and feet flat on the floor mat. Do not touch any metallic objects referenced to the outside of the vehicle including door and window handles, control levers, foot pedals, the steering wheel and cab interior walls. Do not touch radios or telephones connected to an outside antenna.

If you are caught outside and have nowhere else to go:

1. Avoid wide open areas where you project above the surrounding landscape.
2. Seek shelter in a low place, such as a ditch, ravine, valley, canyon or cave.
3. Get away from open water such as ponds or streams.
4. Do not take shelter under any isolated tall trees or small groups of trees.
5. Seek shelter amongst the dense, thick growth of the shortest trees.
6. Avoid entering any small enclosures or shelters.
7. Do not seek shelter under motor vehicles or heavy equipment.

(cont. pg 7)

Lightning Cont.

8. Keep clear of any materials that can conduct electricity such as wire fences and gates, metal pipes, poles, rails and tools.
9. Stay at least 15 m (50 ft) away from metal objects such as a fuel tank, vehicle or machinery.
10. Stay at least 5 m (16 ft) apart from anyone else so that lightning won't travel between you.
11. Do not use a telephone except for emergencies.

If you feel your skin tingling, your hair stands on end, if light metal objects vibrate or you hear a crackling sound, lightning is probably about to strike. You only have a few seconds to act:

1. Put your feet together. Crouch down in a baseball catcher's position. Hold your head down. Cover your ears to protect them against the noise of the thunder.
2. Do not lie flat on the ground. By touching as little of the ground as possible, the lightning may not move across the ground to you.

What if a co-worker has been struck by lightning?

1. You can touch the victim immediately; there is no residual electrical charge.
2. Call your local emergency response telephone number immediately.
3. If the victim has no pulse, their heart has stopped or they have stopped breathing, start cardiopulmonary resuscitation (CPR) or mouth-to-mouth resuscitation immediately. Use a portable defibrillator if one is available.
4. If possible, move the victim to a building as soon as possible. Remember, you can get hit by lightning too.

To further increase your awareness about lightning safety, see the following web sites:
 National Weather Service Lightning Safety
www.lightningsafety.noaa.gov
 National Lightning Safety Institute
www.lightningsafety.com

SKAGIT CREW Cont.

lines that are required to hold the tree takes some knowledge. Hanging supports is time consuming and hard work, but without them they would not be able to log this strip.

GOOD JOB guys for a safe and organized logging show!



Jeff Knight, left, runs the SKAGIT. He does his job safely, which the crew really appreciates!

Lonnie Nicholson, below, is a very experienced logger and operates the processor for Hansen's



Wendell Cockrane, above, takes a break from running the loader and hooker



John Howard, right, helps out with the rigging.

**Safety Guys:**

Monte Biggers 369-6631
 Cliff Osborne 875-0690
 Galen Hamilton 935-0401

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We welcome your comments and suggestions.

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