Idaho Logging Safety News

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C.L. "Butch" Otter, Governor
Chris Jensen, Administrator

A BIG THANK YOU TO YOU LUMBERJACKS AND YOUR FAMILIES!

At the spring *Safety Classes* I get too many things going in my head and I forget to say "***thank you***" to the most important part of the whole thing...***YOU LOGGERS!***

The only reason these training classes are so successful is because of your patience and willingness to listen. We all hope we never have to use any of the first aid training, but life is life, and things happen.

Over the last couple of logging seasons we have heard back from the medical people responding to serious accidents. They commented on how impressed they were with the professionalism the logging crews showed handling those accidents, suggesting the logger's knowledge, well lets just say, *made things turn out a whole lot better than it could have been.*

In one of the St. Maries classes this spring, ***Larry Jeffres*** *(in the middle) is surrounded by* ***Dale Phillips, Marc Daugherty, Peggy Daugherty and Christina Rorff.***
Larry is our boss over the logging safety program. He has been involved in many industries throughout his career and a "boat load" of training. In every safety class Larry attended his comment was, "these loggers are great, they are here to learn!"

Some more folks that make the safety classes work and need to be thanked are the ***Associated Logging Contractors*** for picking up the tab for the buildings we use for the classes all over Idaho.

Also, ***Western States Equipment*** out of Lewiston, ***Les Schwab Tire*** and ***Western Trailer*** out of Boise for picking up the tab for donuts (and full breakfasts in some classes)

Chris Stephens, *Product Support Rep for Western States, says he gets up awfully early to cook all those donuts! Thanks to you ALL!*

LOGGING SAFETY GUYS LEARN SOME NEAT STUFF AT STIMSON LUMBER'S SAFETY CLASS

Stimson foresters ***Mike Bessey, Meghan McEldery and James Mackey*** *pose with Stimson's Resource Specialist* ***Emily Branen*** *(holding the AED) and your logging safety guys,* ***Terry Streeter and Stan Leach.***

I got a call from Stimson's Emily Branen recently that went something like, "*Hey Galen, could you do some training for us in this year's safety class covering the AEDs"* (Automated External Defibrillators) they had recently purchased for their office. I of course said *"heck yea!"* But since I didn't know how to spell AED, I turned it over to the guys who did a very impressive amount of studying on the topic.

They explained that an AED is a portable device that checks the heart rhythm and can send an electric shock to the heart to try to restore a normal rhythm. AEDs are used to treat sudden cardiac arrest which is a condition in which the heart suddenly and unexpectedly stops beating.

These things are unreal. You turn them on and The machine starts "talking" to you telling you exactly what to do. It tells you how to "hook up" to the person having the trouble and then it decides what steps are necessary. In a perfect world it would be neat to see these wherever we have workers with people coming and going. I know these newsletters get looked at by sawmill people, government agencies and the like that have many employees. Something to think about! If your company or agency decides to go down the AED road, don't forget to do the training on how to properly use them, just like Stimson's folks did.

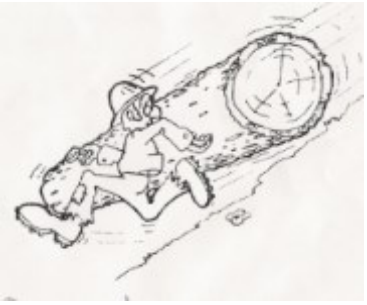
DO YOU HAVE THOSE SIGNS UP?

By Monte Biggers

It is important to place your signs as soon as you start a job. There should be a ***"TRUCKS ENTERING"*** placed at any point truck traffic enters a public road system. There should also be signs posted on the haul roads warning of ***"heavy truck traffic"*** or of ***"trucks ahead".*** You should also have the CB channel being used posted and mile markers posted on the haul road.

"TREE FALLING" and ***"CABLES OVERHEAD"*** signs should be posted whenever applicable. A sign warning ***"LOGGING AHEAD"*** or similar type warning signs should be posted at the entrance of active logging jobs.

A logger pointed out to me that it is best to use an ***"AREA CLOSED"*** at the entrance of a logging job whenever you can. Having the proper signs placed can help prevent accidents. It also can help with any legal repercussions if an accident occurs.



WHAT ALL DO WE HAVE TO HAVE IN OUR 1ST AID KITS?

This is a question we heard a bunch at this year's classes. As you know you can go down and buy a kit, but it may not have the contents that are required for the Logging Industry. As we also discussed in the safety classes, the "list" of contents also has to be in the kit.

With that in mind, you can get out a pair of scissors and within a few seconds you can have the list of items that go into the kit……..BUT WAIT, you have to finish reading the rest of the newsletter first!

CUT ON DOTTED LINE

1st AID KIT CONTENTS FOR _____ LOGGING

IF YOU USE ANY OF THE CONTENTS REPLACE IMMEDIATELY!

1. Gauze pads (at least 4 x 4 inches)
2. Two large gauze pads (at least 8 x 10 inches)
3. Box of Adhesive bandages (band-aids)
4. One package gauze roller bandage (2 inch wide minimum)
5. Two triangular bandages
6. Wound cleaning agent such as moistened towelettes
7. Scissors
8. At least two blankets
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. List of Contents

Idaho State Communication: 1-800-632-8000 or 1-208-846-7610

Company shop and/or office: _____

YOUR COMPANIES EMERGENCY ACTION PLAN...GET ER DONE!!!!!

By Mont Biggers

It's easy to forget to update your emergency plan when you start a job, but it's one of the first things you should do. The responsibility for the establishment of an emergency action plan lies with the employer. But, they can assign the task of implementing the plan to an employee.

Items that should be noted on your plan:

*The point where either your phone or radio works.

*There should be a list of applicable emergency contact numbers listed on the plan or radio channels to be used in case of an emergency. We recommend the Idaho State EMS Communication Center (State Comm) if emergency services are needed. The number is 1-800-632-8000 or 208-846-7610.

*Specific job location should be listed on the plan. Longitude and latitude is the preferred location description.

Yes, it is required that every person on the crew knows where the emergency plan is located and instructed on how to use it. But more importantly, having the plan set up before an accident occurs could save a life.

You can also "pre-register" your job location with State Comm which would obviously really help in case of an accident. There are a few ways to do this.

*You can just call State Comm, tell them you are a logging company that would like to pre-register your job and give them your information.

*Or you can type out an e-mail with the information which would go to *statecomm@dhw.idaho.gov*.

*Or you can take a picture of the information like we talked about in the safety classes and send it to the email address of *statecomm@dhw.idaho.gov*. *JUST MAKE SURE IT IS LEDGEABLE!*

We believe pre-registering is the most efficient path you can take in preparing your company's Emergency Action Plan. At the end of the year or before next season starts, don't forget to touch base with them to "update' your job locations.

State Comm has been a God Send to the logging industry here in Idaho, so let,s treat them with the respect they deserve.

Here is the information you want to pass along:

JOB NAME This is important especially when you have more than one job going.

EMPLOYERS NAME

CALL BACK TELEPHONE # OR COMPANY RADIO FREQUENCY (VHF)

LATITUDE AND LONGITUDE (DEGREES, MINUTES AND SECONDS)

DIRECTIONS BY ROAD FOR GROUND AMBULANCE

Hopefully all this effort is something you will never have to use, but as I mentioned earlier, *IT COULD SAVE A LIFE*. Good Job and thank you .

A NEW WAY TO THINK ABOUT CABLE

By Stan Leach

Wire Rope or Cable in and of itself is a machine. The dictionary tells us that a machine is "an assemblage of parts that transmit forces, motion and energy, one to another, in some predetermined manner and to some desired end".

Makes sense if you think about it. Individual wires braided into strands that are braided into cable, that moves, flexes, stretches, and relaxes. It is lubricated to prevent abrasion and wear between the moving parts. It transmits force to support the yarder, hold lines in the air, or down to the trees so they can be pulled into the landing. A *MACHINE*…..Makes you feel bad for leaving it uncovered in the rain last weekend, doesn't it?

Cable represents one of the significant costs of a line skidding operation. The good news is that there are several things you can do to get the most life and best value out of the dollars you spend on cable. First, be sure to buy the right cable for the job you plan to do with it. Be realistic when calculating your working loads. Working load should be 1/3 of the breaking strength of the line. There are several different types of cable that can be the same outside diameter but have much different breaking strengths. Talk to your cable supplier who will be your best source of information and can help guide you to the best product for your application.

Second, once you have the right cable, spool it on correctly. If the reel is mounted horizontally be sure the cable runs from the top of the reel to the top of the drum or from the bottom to the bottom. Not following this rule will put a reverse bend into the cable that can lead to premature failure. Lines need to be spooled on under adequate tension so that they lay correctly on the drum. Avoid beating on that first layer with a large hammer. If you flatten out the first layer you will mess up the spacing for the next layer. The second layer should fit into the grooves of the first layer. If it doesn't, it will be crushed.

Third, check all the sheaves that the cable passes over for proper sizing and wear. If the sheave is too large the cable will be unsupported on the sides and will crush when a load is applied. If it is too small the cable will get distorted as it goes over the sheave. They make a handy sheave gauge that makes it easy to check for size or groove wear.

Fourth, once you are ready to skid, run the new line under light loads a few times to get it to tighten in on itself before putting a full load on it. Cable will stretch as it is used, that is normal. When it gets to the point it doesn't stretch it is at the end of its service life. At that point swapping ends on the drum is a good way to insure you are getting all the life you can out of the entire length of your cable.

Lastly, cable comes fully lubricated when it is new and that will protect it for a certain amount of time. Operating conditions and weather can affect how long that time is. If an inspection reveals that your cable needs additional lubricant you can do that yourself, just be sure to use the right lubricant. To find the right product, talk to your cable supplier. Someone like Dale Humphrey at Idaho Rigging in St. Maries who was kind enough to help provide information for this article.

These are just a few tips when working with cable. As with all things, success or failure starts with how you think about it. Think of your cable as a machine and treat it accordingly.

TAKE CARE OF YOUR CABLE AND IT WILL TAKE CARE OF YOU

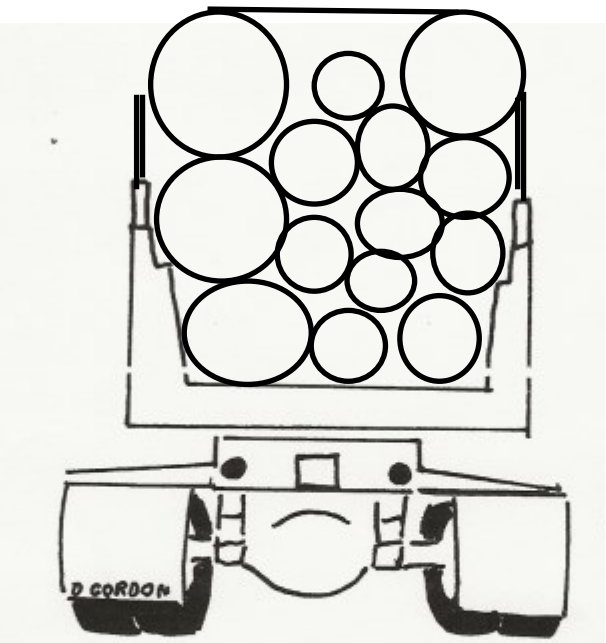
ARE ALL THE LOGS SECURE ?

At one of the classes this spring, a group of loggers got into a great discussion about wrapping up their trucks. One of the first things that came up was that some loads, especially hauling the really long logs, ended up with a "trough" in the middle of the load. Their point was that even though you had your wrappers tight, the logs in the middle had no contact with the wrapper and were basically "un-secured".

"*If you ever did hit anything or even had to hit the brakes hard, those loose logs, especially when the bark is slipping off, would be right through the back of your cab!"*

What instigated this subject of wrapping up was that there was some "confusion" on where it is to take place.

What I have always asked was for the trucks to be wrapped up "*in sight* of the landing". Of course a couple of the boys were out about a half mile from the loader throwing their wrappers. When I asked, their response was, *"heck Galen, the landing is right there across the draw. You can see it from the cab of my truck!"*



If you see a log that needs to be moved or any other problems with your load, let the loader operator know. They are always in a good mood and more than willing to help you out!

So, just so we are all on the same page, this is what we would like to see. If it is possible, which 93.8 % of the time it is, get those ***THREE*** wrappers on under the loader. If there is a safety issue where you were just loaded like you are up against a log deck or you're right on the outside of the road with no place to stand, then move ahead to the ***first*** safe wide spot you come to.

I know, we are all in a hurry, so you just want to go out far enough to let the next empty in. If you go by that truck with no wrappers and a log roles off onto him or his truck that might just slow down the rest of everybody's day!

Being *in sight* of the landing wasn't intended just as a "location" to wrap up, it was put out there for the safety of the truck driver also. If a log did roll off while you were wrapping up and you got whacked, the loader operator and perhaps the skidding crew would be there to help. If you were out at the 5 marker, you might be laying there for quite awhile.

Oh, and put your hard hat on when you are tightening your wrappers. You wear it in the woods and in the mill yard, so it will fit when you are out along the road. If you have ever been hit by a chunk of bark you know what I am talking about.

So, don't think of this as *pain in the neck rules*, think about it as *getting home to the family.*

LOGGING SAFETY ADVISORS

Monte Biggers 208 369 6631 *Terry Streeter 208 446 4149*

Stan Leach 208 512 2354 *Galen Hamilton 208 553 6207*

THANK YOU TO SOME OTHER FOLKS TOO!

At the Orofino classes and also the one at Pierce, members of the PARTNERSHIP FOR HEALTHY COMMUMITIES came in and did some "health screenings" for the loggers.

They checked blood pressure, A1C-diabetes, Body Mass Index and a couple of other things.

The loggers were a little leery at first…"Are there needles involved"…but then quite a few took advantage of the opportunity.

Many were happy with the results but a few of us discussed a slight diet change may be needed!

YOU NEVER KNOW WHAT COMES UP AT THE SAFETY CLASSES

We have all been "back slapped" with a buddies name tag….but this had to be a record!

As soon as this log truck driver's son watched the video of the snowmobile sinking in the river he instantly shouted ***"DAD"****. The crowd loved it!*

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