

# Idaho Logging Safety News

Volume 29 Number 3  
September 2018



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

C.L. "Butch" Otter, Governor  
Chris Jensen, Administrator  
Molly and Jenna, Editors

## ***VFH RADIOS ARE THE LOGGERS' BEST FRIEND WHEN CALLING FOR HELP (Katie will be Andy's best friend the rest of the time!)***



*Andy pretty much runs everything by  
Katie before making his next move!*

On a job visit this summer, **Andy Bernard**, who works for **Mark Anderson Logging**, called into State Communication for a radio check on their company VHF radio. State Comm immediately came back with a "clear as a bell" response. Andy then asked if they had time to check the job's coordinates, which he then gave them. State Comm told us exactly where we were standing within a few seconds!

Why I am mentioning this is not just because I appreciate Andy and Katie's efforts, which I do, but to pass along some information we received from State Comm earlier this year that was a "wake up" call.

With the advancement of coverage areas now days, you can get ahold of State Comm on your cell phone from most jobs. The problem starts when the helicopter shows up: there is no way to communicate with them....unless you have a VHF radio!

I know I am always finding ways of spending your money, but those little VFH handholds are pretty affordable these days and are the cat's meow...whoops, sorry Katie...are the best tool in making your Emergency Rescue Program perfect.

## ***WHO REALLY DRIVES THE TRUCK?***

Just as **Katie** runs things in the woods, I am pretty sure **TWIG** keeps **Dan Green** lined out when he heads out with a load. I would think she knows what is going on, since she has been in Dan's passenger seat for the last **14 YEARS!**

Logging experience is priceless, as we all know, and to have drivers like Dan who have been at it for a bunch of years is a blessing.

Dan cut right to it: "*Just do it right, do it legal, and get home every night*".

**TWIG** has obviously taught him well! Good Job and Thank You.



## ***WRAPPING UP THE DISCUSSION ON WRAPPING UP***

Apparently my explanation on where to wrap up has been a little mis-understood by a few folks, so I will try and do better.

What we need to do is to throw (or have them pulled over) ALL 3 wrappers at the loader IF IT IS SAFE TO DO SO.

If there are logs decked up the bank, the road is so narrow there is nowhere to stand or they are processing so close a log could slide and whack you, move ahead to the first safe spot IN SIGHT OF THE LOADER. No, this does not mean three switch backs out where you can still see the loader out on a point; I am talking the first safe spot maybe a 100 feet from the loader. If a chunk comes off, you want people to be able to see that so they can help you out.

These two young folks in the picture, ***Tim Dufner and Jim Jones***, drive trucks for ***Ikola Logging*** and have been doing it for a day or two. They get their loads wrapped up close to the loader, and with the load in the picture, they made sure they had two wrappers over that shorty (*it's hard to see*) on top. Good Job guys and thanks...*now get that one to the mill and get back for another three trips!!!!*




---

## ***IDAHO MINIMUM SAFETY STANDARDS AND PRACTICES FOR LOGGING***

### ***009. EMPLOYER'S RESPONSIBILITY 01. GENERAL REQUIREMENTS***

*J. A procedure for checking the welfare of all workers during working hours shall be instituted and all workmen so advised. The employer shall assume responsibility of work assignments so that no worker shall be required to work in a position or location so isolated or hazardous that he is not within visual or audible signal contact with another person who can render assistance in case of emergency. In any operation where cutting, yarding, loading, or a combination of these activities are carried on there shall be a minimum crew of two (2) persons who shall work as a team, and shall be in visual or audible signal contact with one another. This does not apply to operators of motorized equipment, watchmen, or certain other jobs which, by their nature are singular workmen assignments. There shall be some method of checking-in men at the end of the shift. Each immediate supervisor shall be responsible for his crew being accounted for. This standard also includes operators of movable equipment.*

I stuck this rule out of the Minimum Standards into the newsletter just to help clear up a little confusion we are seeing out in the woods. I think the big thing is on timber fallers. If you have one faller working not in sight of any crew member, he has to be able to contact someone ***on the job site*** audibly (use a radio). It used to be that you could contact someone at the shop or office on a regular basis throughout the day, but now that ***contact*** has to be on the job.

The other important part of this is, yes, equipment operators can work alone, but they need to somehow let their ***contact*** know they have left the job site at the end of each day. Hope this helps.

---

***THERE HAS BEEN A WHOLE LOT OF MOVIE MAKIN' GOIN' ON LATELY!***



In the past, we have always tried to come up with ways to keep the loggers' attention when we make a movie for the spring safety classes. If it is something funny or something off the internet, the loggers seem to watch, but NOTHING works better keeping a logger's attention than to have other loggers talk about accidents that have happened to them.

Recently, we have filmed a few "testimonials" that happen to come from some of the most experienced and safety conscious loggers I know, which makes it that much more intriguing.

***Thanks to you ALL!***

***Charlie and Susan Shepherd*** traveled quite a ways so Charlie could talk about a run-in he had with the saw at his sawmill and how it could have been prevented.



***Clint Krasselt***, on your left, talked about preventing what could have been the LAST lunch he would ever have with his brother.

***Ryan Regmato and Curt Barnett*** spoke about how the crew handled things after Curt got hit while falling a tree. What the crew did is the reason Curt is still around to talk about it.



***IDAHO LOGGING SAFETY ADVISORS***

*Terry Streeter 446 4149*

*Monte Biggers 369 6631*



*Stan Leach 512 2354*

*Galen Hamilton 553 6207*

If you ever do have an accident on your logging job, the "reporting requirements" are on page 7 of this newsletter. If you have any ideas on topics we should discuss in the newsletter, let us know. Thanks for the effort all of you do when it comes to keeping your jobs and your crews safe!

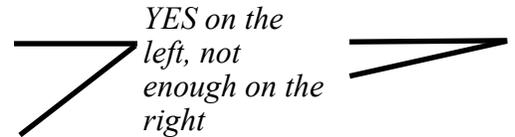
## DOES THE UNDERCUT REALLY MATTER?

**YES!!!!!!!!!!!!**

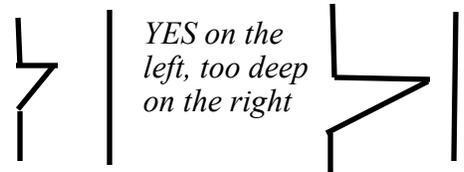
*By Stan Leach*

Unfortunately, we had several sawyers hurt last season. In a few of these accidents, the undercut and how it was sawed was a contributing factor. The type, position, depth, and cleanliness of the undercut are all important to safely falling a tree. Each type of undercut has a little bit different effect on the tree being felled. With the conventional, the top of the tree usually hits the ground first, but with the humbolt, it is usually the butt first. The open face gives you a little more control of the tree a little further down along the fall path.

The degree of angle you cut makes a difference too. Steeper angles equals more time before the two sides of the undercut touch forcing the holding wood to break. At this point, the tree is free falling and the sawyer no longer has any control.



The depth of the undercut should be 1/3 to 1/2 of the diameter of the tree. Deep enough to create a space for the tree to easily tip forward, but not too deep or you will make the lean of the tree worse if it is already tilted the wrong way. The backcut needs to be at least one inch above the intersection of the two cuts of the undercut.



The undercut needs to be a clean V shape; if it is not, you have what is known as a Dutchman, which has a lot of negative impacts on the falling process. If your cuts don't meet cleanly, whether you saw short or go past, it leaves a narrow gap the thickness of your chain. As the tree starts to fall, this gap will close up first. At that point, either the tree stops falling or the holding wood has to break off.



*Cont. on page 5*



***UNDERCUTS...continued:***

There is a tremendous amount of torque on the base of the tree at this point, making the chances of a barber-chair much higher. The tendency, if the tree stops falling, is to saw off more of the holding wood. This may allow the tree to fall, but often not where you want it to. With a clean undercut, the tree falls and the holding wood guides the tree along the intended fall path until the two surfaces of the undercut meet, causing the holding wood to break. This typically happens when the tree is 45 degrees or less, and fully committed to a fall path. With a Dutchman, the tree either breaks off or is sawed off when it is only a few degrees off of the vertical and much less committed to a fall path. This leaves it subject to the forces of gravity and wind to determine the direction of fall.

It is easy for anybody to come along and check the undercuts after the fact to see how the sawyer is doing. This “evidence” is going to be there for a long time, good or bad.

Always look at the undercut before starting your backcut to be sure it is clean; if not, clean it out. Falling timber is not an exact science; there are a lot of variables involved in the process. You can greatly improve the odds of putting a tree where you want it though by following a few basic rules, and one of those is having a good clean undercut.

***DEASY LOGGING’S CREW WAS A LITTLE ROUGH ON THE SAFETY GUY!***

When I recently went through the *safety check list* with the Deasy crew, **Jody Irvin, Matt Smith, Mike Deasy and Dave Ephraim (not pictured)**, I would ask if they had this or that and they would respond “It is in the pickup”. After about my fourth question, they grab me and dragged me to the pickup, opened a door on the utility bed and said “*Galen, open your eyes and look, it is all there*”.

Mike says that he gets all the “paper work” put together at the first of the year, “*then I don’t have to worry about some safety guy showing up*”!

You loggers that have all the required safety items and wear all the safety gear are making it a little hard on us safety guys. Can’t you just once say, “*Oh, we need your advice, Mr. Safety Guy*”.



***GOOD JOB GUYS, IT IS APPRECIATED!***

## ***J. I. MORGAN LOGGING JUST FLAT DOES IT RIGHT!***



One of the reasons that companies like ***J.I. Morgan***, which works out of New Meadows, does such a tremendous job with their safety program is the effort their crew puts into it. I believe that “effort” originates from the experience these loggers have. They have seen enough over the years to know that doing their job safely is very much worth the effort.

Speaking of experience, ***Bill Borgeson*** (on the left in picture) woods’ boss for Morgan’s and ***Steve Shelton***, buncher operator, have, well let,s just say I needed a calculator to add up all the years they been wandering around the woods!

While I was on their job, I heard a crazy rumor that Mr. Borgeson was on the verge of going hunting and fishing full time after only 40 plus years of being a lumberjack. I was just mentioning this because I wanted to express how much I have appreciated “working” with Bill over the years. From the first time I went on their job as the safety guy, he not only took it seriously, but he always followed through on whatever “updates” were needed concerning safety. The truth is, Bill probably taught me more about logging safety than I had to offer.

Every company is different. Some outfits the owner handles all the safety issues; in others it is the whole crew’s responsibility, or you delegate one person to deal with it. Figure out what works for your company and make that commitment, it works and is worth the effort.

We can always go get Bill to help out, ‘cause yes, I do know where his secret fishin hole is at! Thanks, Galen.

---

### ***INFORMATION YOU WILL HOPEFULLY NEVER NEED IS ON THE NEXT PAGE!***

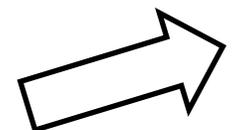
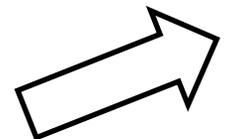
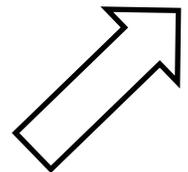
If you have a bad accident, you instantly have about a million things running through your head, one of which is who you are suppose to contact and how much time you have to do it.

As you can see on the next page, it lists what type of accidents require a company to report to OSHA and how long you have to do it.

The Idaho Logging Safety guys are also a good asset to help you through a serious accident and if you are a member of the Associated Logging Contractors, they have people that can help out too.

And, of course, getting your Workers Comp carrier on board immediately makes things go a lot smoother.

Anyway, cut the next page out, put it on the corner of the desk, and hopefully it will sit there and collect dust for the next 40 years, never having to be used!



## **IDAHO LOGGING SAFETY**

**In case of a fatality CALL OSHA WITHIN 8 HOURS**

**If an employee requires hospitalization, has an amputation or loss of an eye CALL OSHA WITHIN 24 HOURS**

**#1 OSHA            days.....1-208-321-2960  
                         eves.....1-800-321-6742**

**#2 State Logging Safety Advisor for your area:**

**Galen Hamilton..**

**Cell ..... 208-553-6207**

**Monte Biggers**

**Cell ..... 208-369-6631**

**Terry Streeter**

**Cell ..... 208-446-4149**

**Stan Leach**

**Cell.....208-512-2354**

**#3 If you are member, A.L.C. ....208-667-6473  
   .... 1-800-632-8743**

**#4 Your Workman's Comp Carrier:**

**State Insurance Fund ..... 1-208-332-2100**

**A.L.E. .... 1-800-678-7733**

**Your Carrier ....**

**LOG SAFE**

Idaho Logging Safety News  
363 Shenandoah Dr.  
Kamiah, Idaho  
83536

---

PRST-STD  
U.S. POSTAGE PAID  
PERMIT NO 3  
KAMIAH ID

---



## *The Idaho Logging Safety News*

Is published quarterly by the Division of Building Safety.

It is mailed to all logging companies in Idaho.

We welcome your comments and suggestions.

Call (208) 553 6207 or reach us online:

Idaho Logging Safety News, Division of Building Safety

[dbs.idaho.gov](http://dbs.idaho.gov)

Log Safe