



Logger Safety Initiative Quarterly Training

Why am I receiving this LSI Safety Training Packet?

As an LSI participant, you are required to annually attend approved LSI Employer Logger Safety program training. There are two parts to the required training: Formal Training and Safety Training (see the attached LSI Training Requirements for more details). This packet satisfies one of the four required Safety Trainings. You must also ensure that all of your workers receive four LSI required trainings per year.

How do I provide the training to my employees?

You and your delegated supervisors, if delegated, and all employees engaged in manual logging operations must participate in at least four LSI trainings on an annual basis. If you have employees that do ground operations, even if only occasionally, review the “In the Clear Rigging” safety training (found on our website) materials in detail and discuss the scenarios with employees.

What documentation is required?

You will need to document that the training took place as part of your safety minutes. Be sure staff has signed the safety meeting sign-in sheet. The completion of the training will be assessed at the annual DOSH LSI Consultation.

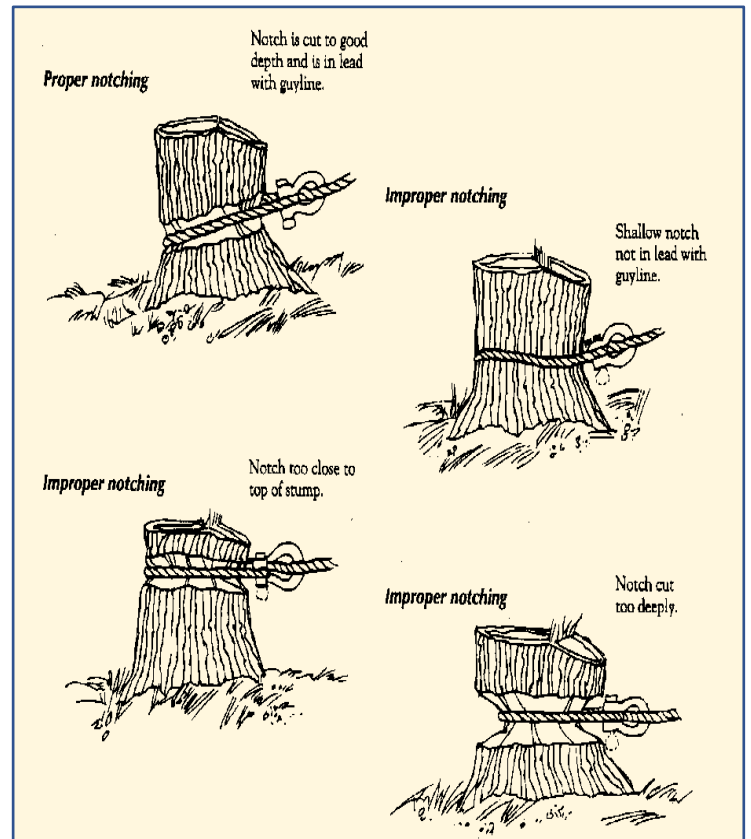
Quarter 2 2019 Logging Training

In April 2015, a 27-year-old rigging slinger was hospitalized with multiple contusions when he was struck by the haulback during a road change. The rigging slinger was part of a two-man rigging crew at a tower logging site. The rigging slinger had worked in the logging industry for six years.

While trying to hook up the skyline during a road change, he was having difficulty fitting the pin into the knockout shackle. He needed a little slack in the haulback, so he blew the whistle for slack. The haulback was under tension from pulling the skyline out, so when the line was slacked, it whipped from the yarder to the corner block stump.

The corner block stump had only a partial notch in the back and was not deep enough to hold the strap in place. The whipping action caused the strap to separate from the improperly notched corner block stump. The rigging slinger was standing in the bight of the haulback. He was struck by the haulback and thrown about 50 feet downhill.

Logging operations have many hazards that can expose workers to serious injury. Every hazard may not be evident, but this training will provide an overview of commonly found hazards while working on a cable yarding side.



What are some recognized hazards while working in the rigging?

Moving objects

A moving object can be root wads, loose soil, logs or rigging during yarding operations. Butt trim left in the brush from mechanical operations should also be monitored as a rolling object on the hill. Any unstable object can be put into motion any time from physical contact, settling, exposure to changing weather conditions and even gravity. Make it a habit to stay above and off to the side of these objects. If they have potential to create a hazard to the crew, find a safe method to kick them down the hill below the work zone.

Cutting lines

Rigging crews should be extra cautions when working in units along cutting lines. Trees that were once stable can become unstable when the surrounding trees have been removed. A light breeze or a lean can cause these vulnerable trees to suddenly fall. Watch for branches and widow makers, they do not have to be large to cause serious injury. Consistently monitor trees and the canopy when working in these areas. If you observe a hazard, make sure the other crew members are aware of them.

Snags or danger trees

Always be on the lookout for hazard trees. Also, understand that not all hazard trees are a snag. Knowing and recognizing the different types of danger trees, and the process for evaluating them, is critical to maintaining a safe work environment. Tree failure can be a result of nature, a line or machine hitting the tree, or the vibration from a tree hitting the ground. A rigging crew that is well versed in danger tree evaluation, and safe work practices when operating around them, can prevent serious injury. For more information on evaluation and identification of snag or danger trees, refer to the publication 'Guideline for Selecting Reserve Trees.' This publication can be provided by the LSI program.



The tail end

When working in the tail end, stay away from anchors under load. This includes the sweep area that a broken strap may cover. Make sure proper stump notches are made, that the notch will retain the strap, and the angle is in lead of the line pull. Some yarding conditions will cause lines to jump or whip and can displace a strap from an insufficient notch.

Use the right sized rigging and keep a consistent eye on it for wear or conditions that could result in a failure. Blocks have two in-running nip points depending on which way the line is running. They have pen shells that can expose you to the turning sheave spokes. Any of these can cause serious injury if you were to be caught in them.

Landing area

Have a landing area plan, communicate the plan and follow it. If there is a change, make sure everyone knows the new plan. Stay away from the area directly under the landing or log deck. Never approach or work under a landing unless the landing crew knows you're going there. Stop any activity on the landing that could place anything in motion and go over the edge.

Some landings are truly starved for decking space. Some operations have resorted to driving tops of trees into the ground to support log decks. This can provide needed space but is an extremely unpredictable and unstable decking method. Never walk or stand on these decks and never pass under them. Even standing trees can be uprooted from the weight of logs decked up.

Hazards are everywhere when working in the rigging. Become familiar with hazard identification and notify the other crew members. Clear communication, proper risk assessment, addressing issues as soon as possible and team work are key components to managing hazards in the rigging.

What are some hazards you see every day? Discuss them with your rigging crew.