

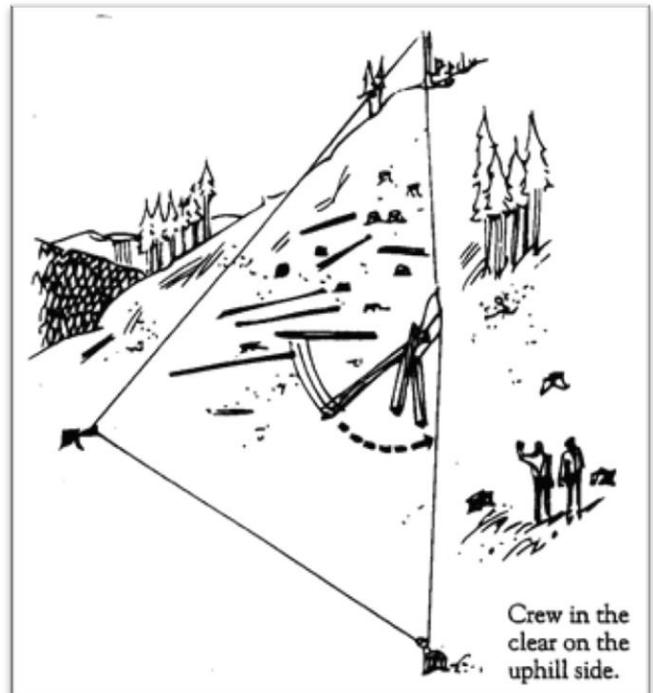
WASHINGTON STATE LOGGER SAFETY INITIATIVE

Keeping Washington loggers safe.

From the Logging Safety Initiative: Accident Prevention Program for Logging Operations.....

April 10, 2014

- Getting in the clear
 - “In the clear” means:
 - A position where the probability of hazardous contact with machines, moving logs, chunks, material, and rigging is minimized by distance from the hazards and/or use of physical barriers such as stumps, trees, terrain or other objects providing protection.
 - Back behind on the uphill side of the turn and out of reach of any swinging or upending logs.
 - Out of the bight.
 - In a position where movement will not be obstructed, preferably in the logged off area.
- You are not in the clear unless you are out of the swing radius of the longest log in the turn. This means the length of the log, plus the length of the choker and dropline plus any line deflection that could occur, plus a safety factor of a few steps beyond the potential swing radius. If you are unsure where the ends of the logs are located or how other logs or debris could move, the crew should be at least 40 feet beyond the potential swing radius of the longest log.



Failing to be “in the clear” causes most of the serious logging injuries.

“In the clear” is a matter of knowing what hazards to expect, how unexpected hazards can trigger other hazards and putting enough space or barriers between you and the likely hazards.

There are places “in the clear” where workers have the best chance of avoiding injury if the unexpected occurs. It is critical that workers understand what “in the clear” means to their job, how to avoid injury and apply this knowledge consistently.

When the rigging crew is in the clear, the rigging slinger blows a go-ahead signal, and the crew must watch the turn until it is yarded free. Blow a “go ahead slow” signal if there is any question about the turn, such as length or action of the logs in the turn. Watch for debris picked up by the logs or rigging that could roll back at the crew. If you are carrying a signaling device, be prepared to blow a “stop” signal. There must be two signaling devices at the point where chokers are being set whenever the crew consists of two or more workers.

With signals to the yarder engineer, the rigging slinger controls the speed on the mainline and how fast the carriage pulls in at the same time. The drop line needs to pick up fast enough to avoid hang-ups that could break a choker and send a log back down the hill; never allow suspended logs to overhang the crew. Consider how long to leave the dropline out of the bottom of the carriage. A longer drop line can cause hang-ups and difficulty landing the turn.

When there is no logged off area available, retreat farther and use extra caution. Never remain below anything that could be dislodged when the turn is yarded free.