



Logger Safety Initiative Quarterly Training

Why am I receiving this LSI Safety Training Packet?

LSI participants 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. The LSI employer must ensure that all workers receive four LSI required trainings per year.

How do I provide the training to my employees?

LSI Employers and supervisors, if delegated, and all employees engaged in manual logging operations must participate in at least four (4) 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?

LSI employers will document that the training took place as part of their 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.

Quarterly Logging Safety Training: Skyline Complacency

October 2018

With more tower crews logging out of bunched piles, skyline complacency has become a primary hazard. Being aware of the complacency and changing those behaviors can decrease the hazards.

Skyline Complacency- not paying attention to the skyline and motorized carriages

Today most cable logging uses a motorized carriage and a standing skyline. Crews get used to a skyline that stays in the air, except during road changes, and might forget that it can still come down without warning. Inexperienced rigging crewmembers may have never worked around “shotgun logging” with a skyline that is slacked up and down throughout the day. Train inexperienced crews prior to starting a shotgun style logging side on the hazards associated with shotgun logging. Bunched piles are becoming a common practice and there is complacency with choking too many logs at once. Choking multiple logs can create hazards, so create a plan prior to logging out of bunched piles.

Discuss how and why these behaviors are considered risky or even illegal.

- Crossing under the skyline when the turn is going in or the carriage is coming back.
- Setting chokers under the skyline.
- Standing too close to the skyline to pick the next set while a turn is going in.



What steps can you take to decrease skyline complacency?

- Train rigging crews on skyline hazards.
- Ensure everyone follows your company’s “in the clear” policy.
- Speak up if you see risky behavior.
- Teach crews how to safely pick turns, preset chokers, and remain in the clear.

If a skyline is hung through standing timber, what do you need to watch out for?

- Snags. Ground all snags that have the potential to create a hazard.
- Line hang-ups. Make sure that skyline is not hung on limbs when slacking lines.
- Lateral pulls. Clear out on the opposite side of the pull when lateral pulling near standing timber.
- Skyline rubbing on standing trees. Fell any tree that is damaged by the skyline and becomes a hazard.

Turns

Is your crew trying to save time and choking too many logs per turn? Mechanized cutting has changed how logs are prepped for yarding which can create complacency as piles are bunched along the skyline. Rigging crews become complacent and comfortable as they wait in one area for the carriage to return.

Here are some recommendations when bunching piles for rigging crew:

- Ask your bunching operator to size each pile to fit one choker (2-4 logs). If possible, set piles so there is a spot to get a choker under them with good ends.
- Maintain minimum size of piles to ensure stability.
- Depending on the carriage, flying multiple chokers is not recommended. Some carriages can reasonably manage two chokers. More chokers create more hazards.



Discussion topics

- Has your crew become complacent when working around the skyline? How can the crew prevent this?
- Has your crew become complacent with getting in the clear?
- Is your crew getting far enough in the clear when working from bunched logs? Don't assume they are all the same length.
- Are you willing to discuss concerns with crewmembers, a safety officer or the company owner?

Things to keep in mind – Communication is the key

Discuss your company communication. How can it improve?

- Often time communication is lacking between differing phases of logging. Quick conversations can make all jobs safer, more productive, and easier.
- The most common injuries are caused by not getting in the clear and struck by. It is important to maintain good communication under the skyline and during a turn to minimize complacency and decrease probability of injury.
- Plans change in logging often as well as markets, job sizes, harvest methods, landings, haul routes, and start times. It is important to communicate this with all on the job.
- When working with or for new contractors it is even more critical to discuss plans and expectations.
- Note any hazardous areas or conditions and share it with next phase in the operation.
- After job completion, provide input to each other on each phase of the project.

The Logging Standards Require:

- WAC 296-54-577(4) Employees must be in the clear of logs, root wads, chunks, hazardous trees, rolling material and rigging before the go-ahead signal is given and must stay in the clear until all rigging movement has stopped.
- WAC 296-54-577(6) all employees must remain away from rigging that is stopped at a hang-up, until the rigging has been slacked to reduce the hazard.
- WAC 296-54-577(7) Chokers must not be hooked or unhooked until all rigging is stopped completely.

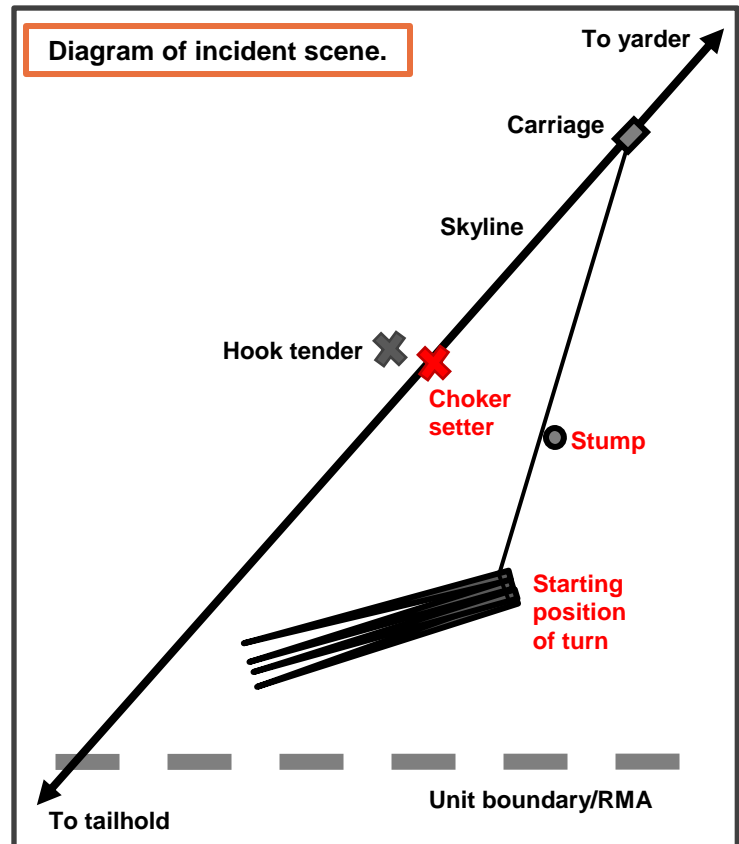
Choker Setter Struck when Hung-up Turn Clears

Incident

In April 2018, a three man rigging crew was logging buncher piles on a flat area below an 80% slope near an RMA. They were about 850 feet from the landing. After the crew set a single choker on a four log pile, the rigging slinger cleared out into the RMA and the choker setter and hook tender cleared up the hill and under the skyline. The rigging slinger asked the choker setter and hook tender if they were in the clear and they answered that they were.

As the turn started to move, the tops hung up in another pile next to it. Then the butts hung up on a stump directly below the choker setter and hook tender. As the lines tightened, the turn cleared from the stump and it swung up the hill and struck the choker setter.

The crew radioed the company owner. When he arrived, the choker setter was sitting up and alert. His ankle was hurt, but he did not have any life threatening injuries. The crew packed him to the road and took him to an urgent care clinic where he was treated for a sprained ankle and released.



Root Causes

The choker setter and the hook tender were directly up the hill under the skyline and were not in the clear.

Recommendations

- To be in the clear, you must be out of the swing radius of the longest log in the turn, including the length of the choker and dropline, and any deflection that could occur.
- The rigging slinger must ensure that all members of the crew are in the clear before giving the go ahead.
- Train all rigging crew members on “in the clear” safety requirements, and do periodic retraining.

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