



WASHINGTON STATE LOGGER SAFETY INITIATIVE

Keeping Washington loggers safe.

Logger Safety Initiative Quarterly Training

January 2022

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.

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Quarterly Logging Training: Chaser Safety

Why focus on chasers?

There have been six fatalities and several others have suffered serious injuries on the job within a 10-year period (2011-2020).



The purpose of this training is to bring an awareness to better:

- Spot hazardous situations and practices.
- Know what to do to control hazards.
- Gain a few best practices to help keep chasers safe.

Here are six key recommended best practices to follow when working as a chaser.

- 1. Never put yourself between choked logs as they may slide or roll.**
 - Best practice is to work to un-bell logs from the outside first to the middle, once you have reached the middle go back and start again from the other side.
- 2. Be sure logs are stable on the landing before approaching or unhooking them.**
 - Best practice is to never climb over or layout over the turn in the event that the logs slide.
- 3. Make eye contact with the yarder engineer and wait for their go-ahead signal.**
 - The chaser must always be seen and have a positive means of assurance that it is clear before entering the chute or approaching equipment. The requirements for an LSI Chaser is to wear two pieces of high viz. PPE (high visibility hardhat and highly visible yellow or orange vests, or similarly colored garments).
- 4. If a turn looks unstable, stay in the clear and signal a machine operator to reposition the log(s).**

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- Ensure that the chaser and machines operators have a clear plan to help one another on difficult turns. Examples; where to stand, how to approach, where to be in the clear.

5. Keep the ends of choked logs even.

- Rigging crews play a crucial role that can ultimately affect the safety on both the rigging and the landing.

6. Communicate about out of the ordinary turns.

- Communication is key; if possible equip the chaser with a two-way radio so that they can easily communicate everyone top to bottom. On some yarders or in certain scenarios when it is hard for the yarder engineer to see the landing allowing the chaser to operate the carriage bug might be a better option, if trained to do so.

Safety Meetings

Safety meetings are something that must never be taken lightly. Washington State law requires in 296-54-51510 Safety and health meetings:

- You must hold safety and health meetings at least monthly.
- A safety and health meeting must be held each time you move logging or timber felling operations to a new job site.
- Attendance and subject(s) must be documented

Note: When moving to a new job site, site-specific hazards should be identified and discussed during the safety meeting. It is imperative that you evaluate your jobsite and discuss hazards that are specific to that particular setting. Best Practice is to encourage everyone to participate in the meeting. While many may have a different point-of-view on how to go about the job. Safety should always be the number one priority for everyone. I hope that this training will serve as a reminder and trigger your crew to open up a discussion to work out these details before the job starts. During the progression of the job, it is also a best practice to have as many non-formal safety meetings as needed. Simply having someone give a quick check in with all members of the crew will help to ensure that nothing is interfering with their ability to work safely and with a clear mind.