



January 2018

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.

This training contains two scenarios with questions along with photos with known hazards to identify. Please read each scenario with your crew and discuss how they would abate these hazards. Then compare the conversation to the recommendations.

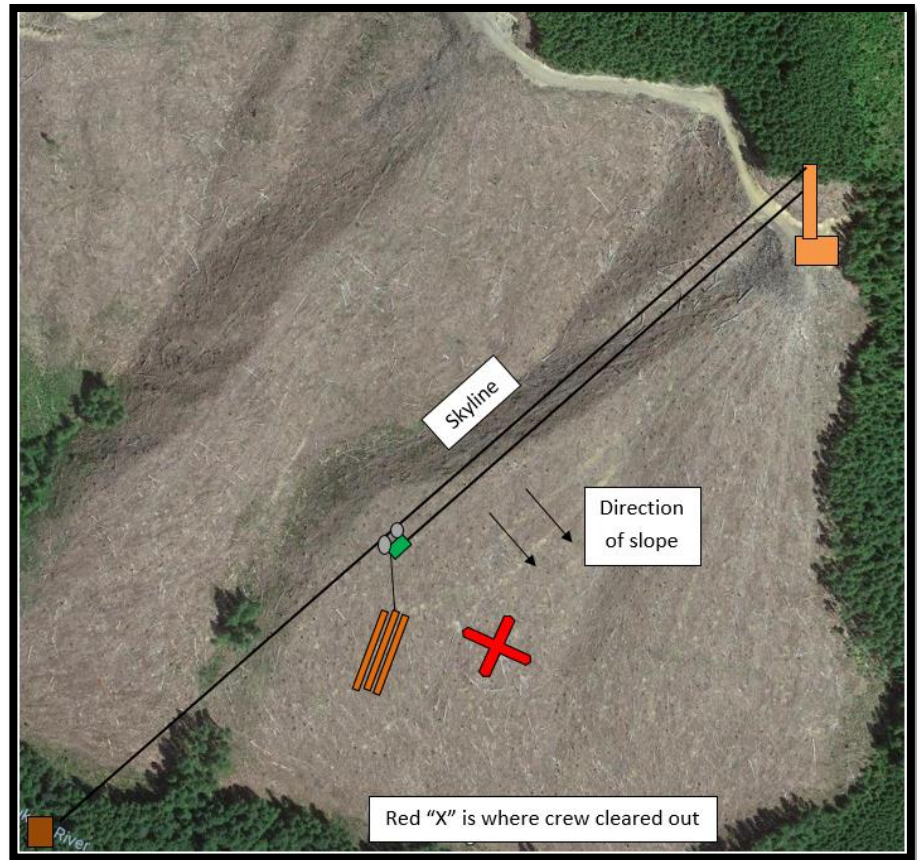
Scenario 1:

The road line follows a ridge top. The skyline has good lift but in the back end the skyline is pushing up against standing timber. There are logs on both sides of the skyline to be yarded.

In this situation the crew set a turn on the right side of the ridge that was a long pull downhill. They cleared out on the downhill side of the turn.

Questions for discussion:

1. What are the potential hazards in this situation?
2. Where is "in the clear"?
3. Why would the crew clear out there?



Hazard Review

Below are some of the hazards associated with the scenario described above and some possible solutions. The hazard and solutions below do not include everything that may be encountered, but can help guide your discussion.

Hazards:

- Not getting far enough in the clear.
- Potential for debris to roll on crew.
- If a log comes free, choker breaks, or drop line breaks, the logs will go toward the crew.
- Clearing out on the downhill side.

Possible Solutions:

- Walk to the other side of the ridge (the turn may not be visible then to the rigging slinger, but it is best option).
- Clear out further back toward tail hold. Depending on side pull of skyline and lay of the ground there could be other potential hazards. (Pulling leave trees toward crew, or there is still a potential for logs or debris sliding back.).

*****Being struck by (not in the clear) is still the leading cause of catastrophic injuries.***

Scenario 2:

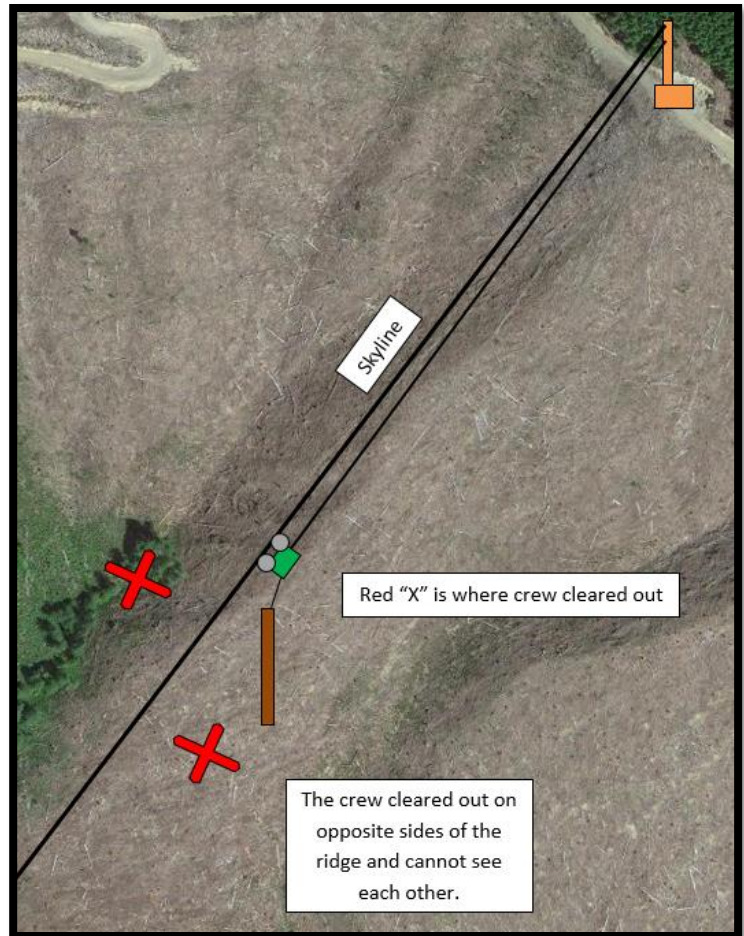
In this situation, the rigging slinger had a log downhill and the choker setter had one uphill. They are both experienced and decided to clear out where the walking was easiest for them. The slinger went behind the turn on the right side of the ridge and the choker setter on the left. They cannot see or hear each other from their positions.

Questions for discussion:

1. What are the potential hazards in this situation?
2. Where is "in the clear"?
3. Why would the crew clear out like this?

Hazard Review

Below are some of the hazards associated with the scenario described above and some possible solutions. The hazard and solutions below do not include everything that may be encountered, but can help guide your discussion.



Hazards:

- Unable to see each other or communicate with each other to verify they are in the clear.

Possible Solutions:

- Clear out on the same side to verify that choker setter is in the clear before the go-ahead signal is given.

**** Work as a team to create effective communication channels.**

Notching Stumps

In the next exercise, identify all incorrect practices associated with each of the pictured stumps. Write down how would you fix the identified hazards then compare it to the list at the end.



- 1) _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____



- 2) _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____



3) _____



4) _____

Compare the below answers to yours:

- 1) Sleeve shackle is on backwards. Per WAC 2963-54-561(12), the U part of shackles or sleeves must be around the guyline and the pin passed through the eye of the guyline.
- 2) Guyline stump may be notched too high. Per WAC 296-54-569(1), stumps used to anchor guylines and skylines must be carefully chosen for position, height, and strength. When necessary, stump anchors must be tied back to distribute the load.
- 3) and 4) The guyline is lifting out of the notch. Per WAC 296-54-569(3), stump anchors must be adequately notched to keep the line in place and not adversely affect the stump strength.

****Per WAC 296-54-569 (9) "Anchors must be regularly inspected while the logging operation is in progress. Insecure or hazardous anchors must be corrected immediately. "***