WASHINGTON STATE LOGGER SAFETY INITIATIVE

Keeping Washington loggers safe.

October 1, 2017

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 three scenarios with questions. Please read each scenario with your crew and discuss how they would abate these hazards. Then compare that conversation to the recommendations at the end of the training.

Scenario 1:

Description:

Tree-length logs are being yarded to a small landing and the trees are not able to be fully landed. The ground is steep without any benches and yarding is approximately 600 feet. Many of the trees have to be grabbed by the processor so they can be landed.

Questions for discussion:

- What hazards are present to both the landing and rigging crew?
- What extra precautions need to be taken by all in this situation?
- How does the rigging crew communicate with the landing?
- What should be discussed at the a pre-job safety meeting?
- Has your crew been trained on this hazard?

Scenario 2:

Description:

This unit is tree-length, averaging about 100-foot-tall large-diameter white fir. The upper end of the unit is wet and has thick vine maple, alder and devil's club. There are scattered old growth stumps throughout the unit without much lift at the front end.

Questions for discussion:

- What hazards exsist?
- How would you handle these hazards?
- What should be discussed at the a pre-job safety meeting?
- Have you encountered a job like this and what lessons were learned?

Scenario 3:

Description:

The tower operating here has a 70-foot tube and is rigged up where the red “X” is in this picture. There is a rock bluff to the left of the yarder and another smaller bluff halfway down the unit. Around the bottom of the bluffs there are scattered, loose boulders that have to be yarded through. It is tree-length wood and the crew is yarding approxamately 1200 feet. The skyline is about 50 feet in the air.

Questions for discussion:

- What hazards exsist?
- How would you handle these hazards?
- What should be discussed at the a pre-job safety meeting?
- Have you encountered a job like this and what lessons were learned?
- Where are the best areas to be in the clear?

Hazard Review

Below are some of the hazards associated with each 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.

Scenario 1:

Hazards:

- Trees going down over the hill from the landing.
- No decking room.
- Chaser has to unbell chokers that are being held by a machine.
- Communication between both the landing crew and the rigging crew.

Possible Solutions:

On a small landing there are more hazards for the landing crew with limited decking space, processing room, and safe areas for chaser.

The chaser needs to have consistent communication with the yarder operator and processor operator.

The rigging crew needs to consistently communicate with the landing crew.

The rigging crew needs to stay in the clear of anything that could come over the hill, until the operator tells them that all trees are in a safe location. Review the LSI Accident Prevention Program for information on getting in the clear.

Do not pre-set or split crews on a job like this.

By taking a log off each turn it may allow for the turns to be landed. This hazard needs to be adressed at the pre-job safety meeting along with communication plan.

Scenario 2:

Hazards:

- Clearing out through thick brush.
- Limited visiblity of turns.
- Old growth stumps in road line and low lift.
- Pulling chokers and rigging through thick brush.

Possible Solutions:

In this situation, take your time getting in and out of the turn to avoid falls.

You may have to cut a trail, find a game trail, or a walk log to make it safer to get in and out of the thick brush.

It may be difficult to see the turn so get good ends and stay in the clear. Do not stay in close so you can watch the turn.

The old growth stumps are hard to see until a few turns are ran through the brush and have opened it up. If the turns are hitting the stumps and have potential for logs to upend, cut the stumps off.

Scenario 3:

Hazards:

- Rocks rolling down at the rigging crew.
- Difficult for the rigging crew to clear out and/or they must walk long distances.
- Abrasion to lines running over rocks.

Possible Solutions:

Make sure the rigging crew always clears out where there is not a potential for rocks to kick loose and roll down on them. Review the LSI Accident Prevention Program for information on getting in the clear.

When setting chokers, identify a stump or other object that can be used for protection if a rock comes loose and down the hill.

Have one person on the crew watch uphill while setting chokers.

If there are unstable rocks, attempt to move them so they are not a hazard (roll the rock down hill or run a turn through to knock them loose).

If your skidding line or haulback line is rubbing on the rocks, inspect those spots frequently.