

IDAHO LOGGING SAFETY

NEWSLETTER

VOLUME 34 NUMBER 4

November 2023



Published quarterly in the interest of logging safety by the
Idaho Division of Occupational and Professional Licenses,
Logging Safety Program

Brad Little, Governor
Russell Barron, Administrator



Pictured above is the Jesse Hunt Logging, grapple yarder crew. These guys took some time out of their day to let us film their operation and some real life stories for the first aid videos. Left to right– Travis Nelson, Gene Breeding, Jake Jared

This operation has only one guy on the ground and then only long enough to hook up or move the tailhold. The cycle times were very impressive with the Tigercat feeding the grapple carriage. These guys have it dialed in and move a lot of wood per day.

Farewell

By Shawn Ogden

By the time you read this I will have moved on from my position as logging safety advisor. Over the last 4 years it has been fun to get to know you guys. I had spent 17 years logging before I took the safety position and it has been a challenge! Not a negative challenge, but a challenge to overcome some things I never had any desire to do. One huge example of that would be helping teach the 1st aid classes. Never in my life did I ever say to myself, “I want to be a public speaker”! In fact, when I first heard this position was available, it never even crossed my mind that I might someday consider it for an occupation. At some point, obviously brought on by a severe bout with short term memory loss, I decided it would be a good idea to become a logging safety advisor and get to do some public speaking! You may not have realized it, but I sat up there in front of you guys at every 1st aid class shaking in my boots at the thought of having to get up and present my next segment of the class. At the end of every class I would finally be able to take a deep breath, relax and think to myself, “that wasn’t so bad, in fact, it was kind of fun”.

Another challenging aspect of this job was trying to get full grown adult men to comply with the safety rules. Not because that’s what the book said, but because as the safety guy you have firsthand knowledge of almost every accident that happens or has happened in the state. You begin to realize that these rules were not just thrown together in an office somewhere. Accidents throughout history have dictated the need for these rules and they were essentially created on every logging job where there was a needless accident. I never thought of myself as having some kind of great power to rule over you guys with these rules. I thought of it more like a mother’s role with her children. Your mother didn’t always tell you what you wanted to hear, but she always had your safety and best interests in mind. That may sound a little sappy, but it’s true and I think I can speak for all the safety guys when I say we want to see everyone go home safely at night. We also want to see you enjoying your job while making a comfortable living.

I could drag this article out and cover every page of the newsletter with it, but I will save you from having to suffer through it. In closing I would like to ask that you go easy on the safety guys. If there is an issue, talk to them about it, ask questions if you don’t understand or agree with a rule. Also, don’t be afraid to get involved, share your stories and make suggestions. Every one of us can help make a positive influence on the safety of others.

Accident Reporting

By: Wayne Lynn

Unfortunately, we have had a number of accidents this year and not everyone is clear on the reporting requirements. Here is a summary of the requirements that are contained in the IDAHO MINIMUM SAFETY Standards and Practices for Logging.

“The employer shall instruct all employees to report all job injuries to the supervisor at the time injuries occur.”

“The employer is required to report all industrial injuries to their surety (work comp carrier) within ten (10) days.”

“The employer is responsible for reporting all in-patient hospitalization, amputation, or the loss of an eye for any employee to the Occupational Safety and Health Administration (OSHA) and the Logging Safety Program within twenty-four (24) hours.”

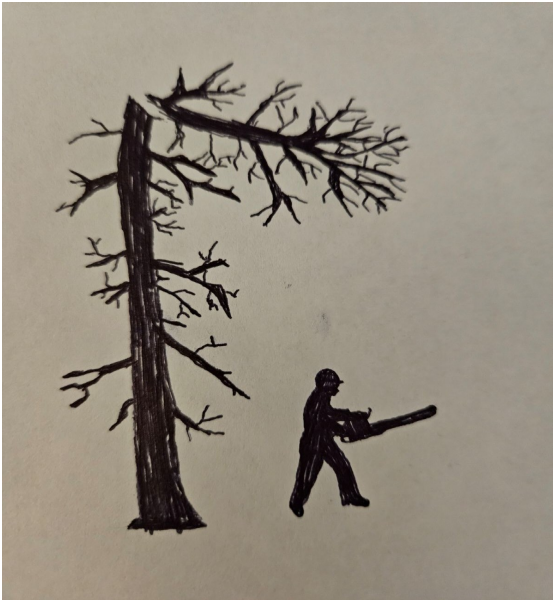
“All work fatalities should be immediately reported to the County Sheriff or Coroner.”
These must also be reported to the Logging Safety Program and Occupational Safety and Health Administration (OSHA) within eight (8) hours.

For clarification, minor injuries where an employee is treated and released from the emergency room is not considered a hospitalization but still needs to be reported to the surety (work comp carrier). An overnight stay in the hospital is considered a hospitalization and needs to be reported as stated above.

These reporting requirements and phone numbers should be included in your Company Safety Plan. Let one of us know if you need them.

We appreciate you reporting near misses to Logging Safety. These make good safety meeting topics that can be shared with others, possibly prevent the same thing happening to someone else, and preventing a serious accident.

(Editor’s note) : Even though the rules say you have ten days to report an accident to your surety, I would encourage you to do it as soon as possible. I can tell you from personal experience that your surety can be of great help to facilitate care of the injured person. The sooner you get them involved the more they can help.



If You See Something

By Kelly Waalkens

I've changed my philosophy a few times over the years. I used to say if I see it coming, it won't get me. That was when I was younger and thought I was bullet proof. Now I say if I see a hazard, I stop and take care of it, whatever it may be.

Anyone who has spent time in the logging industry knows it can be dangerous. I remember an incident a few years back, I was falling for a skidder. The operator came in for a drag and I went over to help set the chokers. Suddenly a top came spearing down and landed with tremendous force about two feet away. I was brushed by it, but no harm. The skidder operator said, "Wow, that was close. Where did that come from?" My response was, "Sure didn't see that one coming." The skidder came back for another drag, and I could see that he wasn't happy. He said our deck man saw that top was loose above us, but he just assumed we knew it was there. When we stopped for lunch, we had a little discussion about if you see something dangerous don't just assume that the rest of us have seen it also. We have lots of rules and guidelines all designed with the intent of keeping us safe. That's a good thing, but it still doesn't stop a snag from falling or a boulder from suddenly breaking loose and rolling down the mountain. But if we stop periodically, look around us, maybe we will spot a hidden hazard. Which brings up another subject, if you see someone in harm's way either by taking chances or maybe they didn't see the danger they're in, try to safely warn them.

It's more than ok to speak up, sometimes with a blood curdling scream or a blast from a horn if they are in immediate danger. Quite often it's just simply making them aware of the situation. Be sure you're on the right side of the cable cutter, and wear your safety glasses. Pass on your knowledge. It could save an eye or prevent another type of injury, maybe even save a life.

NEAR MISS

We had a reach break this summer when the truck was going around a switchback on a state highway. Fortunately the driver was going slow and was able to limp the load off the edge of the road. Closer inspection of the reach showed it had been broken for some time with only the top plate holding it together. This truck had been parked for a couple years and was put into service without inspecting the reach. It doesn't take much imagination to see how bad this could have been. Usually when the reach breaks the trailer goes off in a different direction from the truck taking the load with it.

If you aren't moving the reach in the tunnel on a regular basis, pull it out so you can check its condition. Clean it up and document that inspection. Keep the proof in the cab to show the POE if they ask for it. You are required to inspect it once a year, but given the problems we have had it's worth checking more than that.



Emergency Rescue By: Wayne Lynn

Accident prevention is the best way to save lives, however, life threatening accidents are still bound to occur. When they do, the clock is ticking and minutes, even seconds may make the difference between a fatality vs. a successful rescue. Every jobsite is required to have a helipad located with the coordinates and driving directions for an ambulance available to everyone on site prior to starting work on a job. But what if there is an accident down the road miles away? We have had two accidents this year in the woods involving Life Flights that occurred off the jobsite. In any life-threatening emergency, it is important to provide first aid and get a medical evacuation on the way immediately. What do you do when the emergency is off the job?

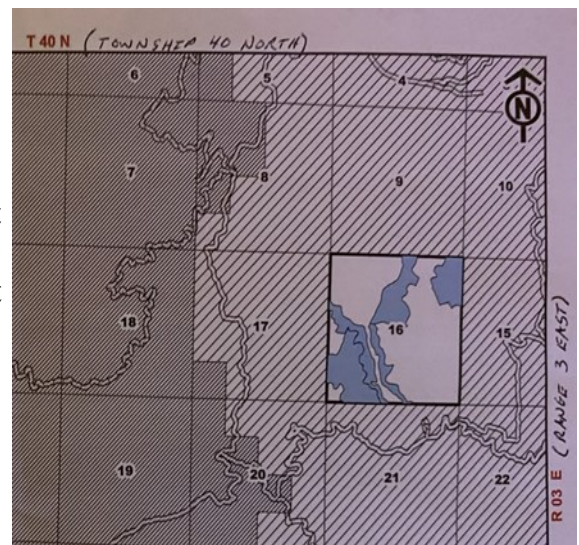
Depending on the location, it may be best to use the information for your job. You can get the helicopter in the area and guide them to the location. If it is along your haul route, the driving directions for a ground ambulance will get them there.



Use apps that are available on smart phones. The Compass App works great and its free. This app works even when you don't have cell service. I have not been on a job yet where it didn't work. Coordinates in Idaho will always end in N for north and W for west. If you see S or E at the end of the numbers, there is a huge error.

If GPS coordinates are not available, you can give the Section, Township, and Range if you have a map. Looking at the map on the right, if you are located in Section 16 this would be Section 16, Township 40 North, Range 3 East. Note that Range 3 East is not the same as lat/long coordinates.

Your location in reference to a town or a prominent landmark is also a way you can give your location and get help coming. For example, "Approximately one mile north of Elk Butte." In any situation, you need help on the way immediately, stay calm, and do not use the name of an injured person over the radio.



Job Announcement

With Shawn Ogden moving on to new challenges, an opportunity is available for the right person. Do you have a passion for the logging industry? Do you want to help protect the people that work in the industry? Do you like being outside as part of your job? If so, then maybe you have what it takes to be a part of the Logging Safety crew. This job will cover the Riggins to Boise service area. The job will open November 20, 2023. If you want to make a difference with your efforts please apply at <http://statecareers.idaho.gov> This is a full time position with state benefits including a PERSI retirement.

ICE BITS

The weather changed quickly this fall. We went from T-shirt temps to the low 20s in about a week. That means the bucks are starting to rut but it also means it is time to put on your ice bits for all your tracked machines. Imagine seeing your new \$750,000 machine on its side over the bank, knowing you could have prevented the slide off with a little time and some metal bits. Frozen ground doesn't care that you are busy, or how new your machine is. Without some bits to bite in and hold you onto the road, gravity will pull you off the edge. Invest the time to install the bits whether they are welded or bolted on. That way you can spend the weekend chasing the rutting bucks not trying to get your machine back up on the road.

The Logging Safety Crew

Your name could be here
if you apply

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Idaho Logging Safety News

Po Bx 1191

Orofino, Id. 83544

PRST-STD

U.S. POSTAGE PAID

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The Idaho Logging Safety News

Is published quarterly by the Division of Occupational and Professional Licenses

It is mailed to all logging companies in Idaho.

We welcome your comments and suggestions.

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LOG SAFE FOR YOU AND YOUR FAMILY