

Time Out For Safety

“Ensuring all our staff go home safe at the end of the day”

TOFS provides an opportunity to discuss safety issues and concerns.

Please use TOFS to raise awareness of activities that could place your staff at risk.

Week 19

Tuesday 3 May 2016

Devonport Operational Safety Team

In this week's TOFS

- Apology - Crane 399
- Headphones /ear pieces - banned on site
- Formula 1 H&S Culture
- HSE Prosecution update
- Accidents
- Scotland's drink drive limit
- Replacement Installed Personal Monitors (IPMs)
- Safety Awards update
- Knife safety - final week of survey
-and finally

Please don't forget to enter attendance figures and any issues raised into the TOFS database!

The 'Feedback to Team' icon on the TOFS Database Main Menu provides updates to any issues previously entered into the database.

If you have any suggestions or articles for future TOFS, please contact The Safety Culture Improvement Team.

Tel: ext. 4496

Email:

~Marine.Devonport.Safety Culture Team

Visit:

SCIT Office,

N081 (North of the Red Brick Building)



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**HOME SAFE
EVERYDAY**



Devonport Operational Safety Team - apology

Last week's TOFS showed a photo of the work being undertaken on crane 399 at 5 basin (shown below). The supporting words inferred that this activity was not being carried out correctly. This is far from the case. The work was planned and risk assessed and controlled in a safe manner and the operation was completed without any safety issues arising. We unreservedly apologised for the error.

Rhys Blackaller
Operational Safety Improvement & Training Manager
Devonport Operational safety Team



Chris Weeks and his team ensured the following both before and during the survey:

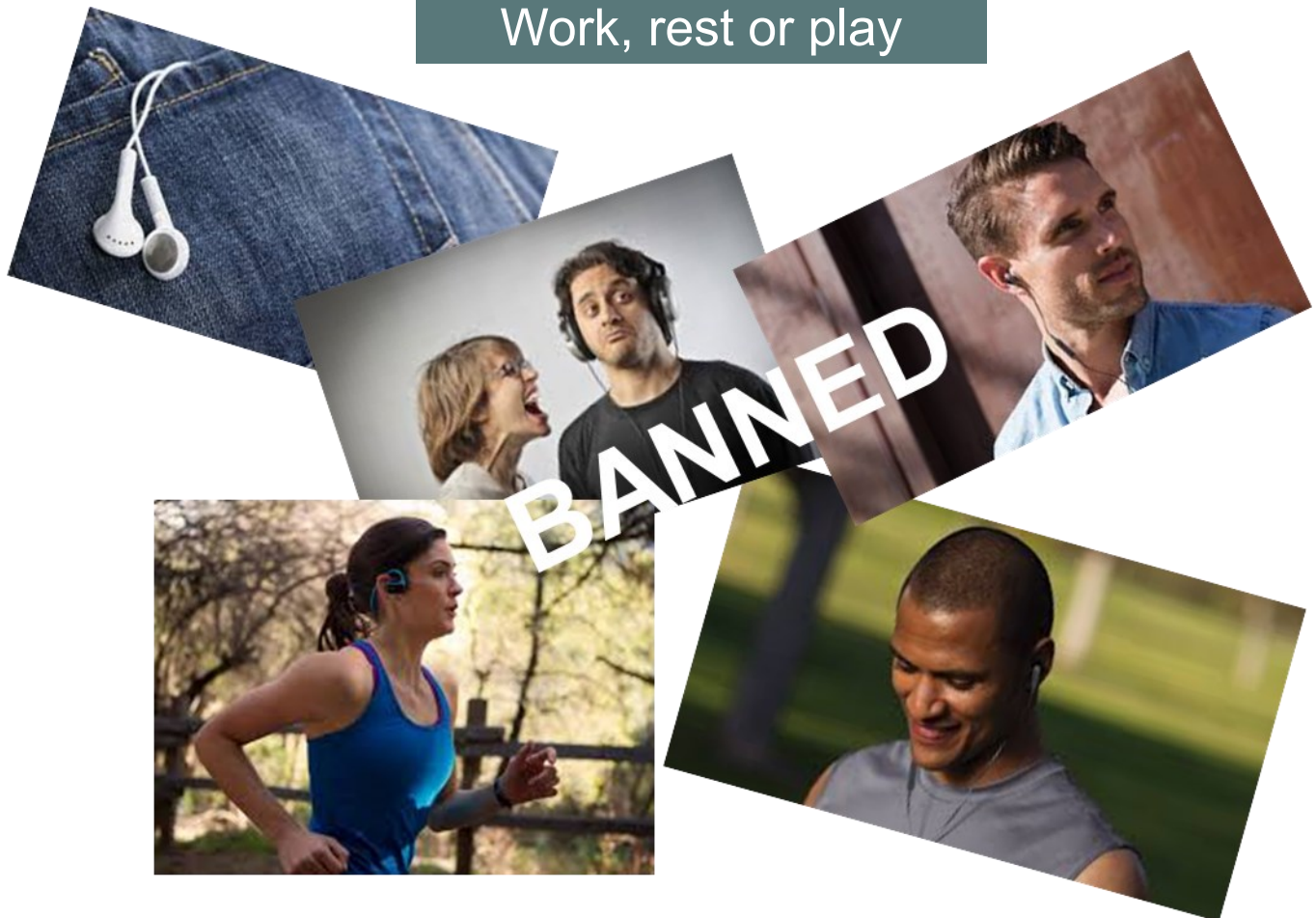
- Technical Authority risk assessment for surveys via Mobile Elevating Working Platform (MEWP) in place.
- A second driver with the MEWP to act as grounds man and recovery in case of an issue.
- Due to the size of this MEWP there was a built in anemometer for monitoring wind speed.
- Inter project communication between Landing Craft, Warships and Estates to ensure that areas were clear and provided adequate space for operation and safety.
- Technical Authority (TA) was consulted for ground loadings of the out riggers.
- Approval forms were signed by cross site services and the mobile crane manager.
- On site communication with the mobile crane operator working for Sutherland.
- An operator for Crane 399 to lock the jib in place.
- Crane maintenance section informed and available in case of issues.
- All personnel harness trained and restraint lanyards used.
- Prior to repair works taking place (mid-May) contractor risk assessments are being reviewed by Health & Safety.



Headphones/ear pieces - banned across the site

Sponsored by: The Devonport Operations Safety Improvement Team

Work, rest or play



Discussion points



Headphones and ear pieces have been banned for some years now to keep people safe (even using one earphone!)

- Why do you think people do not see the danger of wearing them on an industrial site?
- Have you ever intervened where someone was wearing them?
- What was your experience of this intervention?



Health & Safety Culture in Formula 1 (Page 1 of 3)

Sponsored by: Safety Culture Improvement Team

Last week, Kennet Climpson, a member of the Williams Formula 1 motor racing team, gave a presentation to our Directors and Senior Managers at the Safety Leadership Seminar. Kennet described how the team designs safety into a formula one car and how they investigate accidents and incidents. Pushing a 200+mph car to its limits at every race means that every event is a HiPo event, that has to be closed/resolved before the next race. He also spoke about the changes in attitude and improvements in F1 safety, some of which appear in this article.

Before 1978

Between 1963 and 1977 there were 12 fatal accidents in Formula 1. That equates to about one fatality every 15 or so races – the 1977 season saw 17 races. On average, one driver was being killed per season by this time. While some steps were being taken each year to improve safety, they were not enough.

Medical centers, if they were present at all were woefully inadequate; often just mobile trailers set up with some equipment. Rescue helicopters were non-existent. Some circuits had rescue vehicles but these were the exception rather than the rule. In short, no circuit had all of the facilities necessary to keep drivers safe.

Further, the car designs were tremendously dangerous. The drivers' legs usually extended ahead of the front axle causing horrific, leg injuries. Danger from fire also existed with poor fuel cell design which resulted in many deaths due to fire.

The most important thing missing in this equation however, was not the lack of facilities or danger of the tracks or cars, it was the complete lack of standardisation and organisation regarding safety.



1978-1994

In 1978, Health and Safety in Formula 1 began to take a dramatic turn for the better and in 1979 availability of a rescue helicopter for all practice sessions and the race became mandatory.

Assessments of facilities were conducted, issuing questionnaires to each circuit asking about medical facilities and equipment.

The sports regulatory body, the FIA, (Federation Internationale de l'Automobile) began to pressure circuits such as Brands Hatch, Sweden and Austria to build adequate medical facilities or risk losing their grand prix.

Between 1981 and 1995 every single circuit had a modern, adequate and permanent medical centre with easy track-access and proper equipment.

The FIA also introduced mandatory updates to car design focusing on driver safety. As a direct result of these changes deaths over a 15 year period from 1978-1992 fell dramatically (3 Deaths in this period).





Health & Safety Culture in Formula 1 (Page 2 of 3)

Sponsored by: Safety Culture Improvement Team

1994 - present

In 1994 the FIA created the Advisory Expert Group (AEG) and a rigorous structure for research and safety development was put in place. The AEG had a directive for research in four areas:

- the car
- the circuits
- the driver and his equipment
- the organisation of the track safety equipment

The FIA and AEG conducted tests and research to understand impact forces that led to changes to:

- track design mandating certain types of safety barriers
- increased cockpit protection and safety design

In 2004, FIA consolidated all of the various committees and commissions and boards into a single entity – 'The FIA Institute for Motor Sport Safety'. This resulted in enormous safety changes that included:

- collapsible steering columns
- new standards for front, rear and side impact safety

Formula 1 and any form of motor racing is inherently dangerous. Racing is also extremely unpredictable and the unique circumstances of an accident often cannot be foreseen. But with great strides in F1 safety culture and continuing safety improvements, crashes like Fernando Alonso's in the Australian Grand Prix earlier this year result in far less driver injury.

After the race Fernando Alonso praised the FIA for the advances in safety after he remarkably walked away from his horrifying airborne crash.

Alonso was dicing with Gutierrez when he clipped the back of his car. His car was sent into a terrifying barrel roll before coming to rest against the barrier on the cockpit-side. Despite this, Alonso scrambled out of the destroyed car quickly and walked away!





Health & Safety Culture in Formula 1 (Page 3 of 3)

Sponsored by: Safety Culture Improvement Team

Both drivers were forced to retire and attended the medical centre at the circuit. Alonso and Gutierrez passed their medical tests and both were declared fit.

Alonso praised the huge advances made in F1, saying he is probably alive because of the FIA's improvements.

The Spanish driver stated "Definitely, it was quite a big one," he said: "The car is destroyed, but I am happy here talking to you, I am thankful for the safety of the cars because I am alive due to the improvements in safety developed over the last 10 or 15 years in Formula 1.



Discussion points



Each Formula One team treats any accident or racing incident as a 'HiPo' event which requires investigation, analyses and close out before the next race. The investigation findings could involve a requirement to redesign, manufacture and test components, also obtaining FIA approval - all within two weeks! The teams are under extreme regulatory (FIA) and sponsor pressure. Safety Culture and improvements resulted in a safer sport.

- How has our culture improved over the last 10 years?
- Do you have any examples?
- What similarities to F1 safety improvements do we have on our site?
 - ⇒ Safety organisation and structure?
 - ⇒ Safety cases?
 - ⇒ Medical support?
 - ⇒ Design improvements?
 - ⇒ Operator/driver safety?
 - ⇒ Continuous improvement?

HSE Prosecution update

Sponsored by: Devonport Operations Safety Team

Below is a press release from the Health & Safety Executive (HSE).

Hand entrapment to worker at food manufacturing company

Prosecution Date: **12 April 2016**

A food manufacturing firm was sentenced today for safety breaches after a worker suffered partial degloving of his hand.*

The worker had several fingers broken in an incident that happened in February 2015, when his hand was pulled into a pastry lid maker that had been modified to improve its operation, including removing parts of the guarding system.

When the modification was removed because it was ineffective, the guards were not replaced. The Health and Safety Executive (HSE) investigated the incident and took action against Thomas of York Ltd.

Thomas of York Ltd in Helmsley, York pleaded guilty to breaching the Provision and Use of Work Equipment Regulations, regulations 11 and 14, and was fined £6,500 with £691.45 costs at Northallerton Magistrates' Court.

After the hearing, HSE inspector Julian Franklin commented: "Modifying machines should always involve a reassessment of the safety of that machine. Guard checking routines should be periodically audited to ensure they remain effective."

* In simple terms, 'degloving' is when the skin is separated from the muscle tissue.

Discussion points



Modified tools have been banned at Devonport for many years. However, we have had incidents where this practice has been uncovered after an accident.

- Are there still modified tools or machines still on site?

If you have any concerns about machinery guarding contact Dave Yates at the H&S Department.



This week's accidents

Total Accidents	18 to date	4 in week
	LAST YEAR	
	11 to date	0 in week

Lost time Accidents	5 to date	1 in week
	LAST YEAR	
	3 to date	0 in week

Lost Time Accidents

Location	Part of Body	Nature of Injury	Direct Cause of Injury	Type of Person	Brief Description of Accident
NTR between N050/9 Dock	Arm / Wrist / Shoulder	Strain / Sprain	Lifting Strain	Babcock Industrial	IP had been removing NTR rubber track infills and felt some discomfort.

Other Accidents

Location	Part of Body	Nature of Injury	Direct Cause of Injury	Type of Person	Brief Description of Accident
Boathouse	Hands / Fingers	Fracture	Step / Strike Against Object	Babcock Industrial	IP was moving a lead weight from a position to beneath a metal bench and caught his finger between strengthening beam under bench and the weight.
HMS Scott	Hands / Fingers	Burn / Scald	Step / Strike Against Object	Apprentice	Whilst reinstating a lagging pad on the exhaust of diesel generator, IP caught side of palm on hot exhaust sustaining superficial burn.
5 Dock RAH	Hands / Fingers	Fracture	Struck by Falling / Flying Object	Agency Industrial	Coupling slipped and trapped IP's finger causing a fracture.

Discussion points



3 hand injuries!! 2 fractures!!

- How long does it take for a broken hand to heal?

Usually, about three weeks. If you have surgery, you may have a cast instead of a splint. Most fractures heal well. After healing, your knuckle may look different or your finger may move in a different way when you close your hand.

www.nlm.nih.gov/medlineplus/ency/patientinstructions



Scotland's drink drive limit

Sponsored by: Safety Culture Improvement Team

A sheriff has warned motorists that one drink can put them over the legal limit in Scotland after issuing driving bans.

It followed two cases at Dumfries Sheriff Court where both drivers involved claimed they had consumed just one pint. Sheriff Scott Pattison fined them £450 each and banned them from driving for a year.

"That's the lesson in Scotland," he told them. "Just one drink can put you over, it's as tight as that."

Donald McCallie, 66, of Annan, admitted driving in nearby Summergate Road on 19 April with a reading of 35 micrograms per 100 millilitres of breath. Since December 2014 the legal limit has been 22 micrograms.

His solicitor Liz Dougan said McCallie had had one pint of cider and if he had been just 10 miles down the road in England he would not have been committing an offence.

The legal limit in England is 35 micrograms.

Ashley Medicks, 62, of Kirkgunzeon, also pleaded guilty to driving in High Street, Dalbeattie, on 21 April with a reading of 32, also over the 22 microgram limit.

He too stressed that he had had just one pint.



SCIT comment

Beware if you are working in or visiting Scotland!

This article was taken from BBC News and is for information only.
It does not necessarily express the view of Babcock International Group.

Replacement Installed Personnel Monitors (IPMs)

Sponsored by: Claire Stephens, Operational Services Health Physicist

The Health Physics Operations Group (HPOG) has replaced the Installed Personnel Monitors (IPMs) in the change facilities within the SRC and NUB.

After conducting user trials in December 2014, the new Two Step Exit Units are part of a phased site-wide upgrade of Health Physics Equipment. This provides equipment that is built to modern standards, and is more reliable and sensitive than the previous IPM units. The use of the Two Step Exit is similar to the IPMs, but with some small differences.

A visual user guide has been placed at each change room exit point to assist those who are new to using them (please see change room poster). Other than the use of the unit, there are no other changes to the change room exit process. Only personal items may be monitored through the change room via a CM11, with Electronic Personal Dosimeters (EPDs) now being monitored inside the Two Step Unit.

Please remember the wearing of blue collar overalls through the unit is permitted only when directly transferring between radiological controlled areas eg. after drawing an access card from the from the Nuclear Tool issue Store (NTIS) and then transiting to a submarine reactor compartment.

If you have any questions, please contact HPOG on: SRC ext. 5192, NUB ext. 5853.

Devonport Safety Awards update

Sponsored by: Kirsty Pownall, Recognition and Reward Manager.

Nominations

Sheila Watson, Lucy Blake, Charlie Ede +Team, Edward Burton, Team Vanguard, Refuel Support Group, Salamander Gantry Design Team, Thomas Johnston, Malcolm Barnecutt, Graham Craig, Stephen Barrett, Repair & Overhaul PC01 Pump + Motor Team, Energy from Waste Project Team, Gabrielle Rose, Rachel Robilliard + Site Services Group, Weld Training Centre, Steve Hatherley, Sue Sandy, Mark Jackson, Anne Barber, Richard Cooper, FTSG HMS Talent Electrical section, DRDL Babcock Security, David Brimble, Mike Donnington, Estates Work Team, Environmental Control Team, CWEW Improvement Team, Argyll Upkeep, Adam Fricker, Jane Climpson, TWTO, Fleet Time Support Group, James Elliot, Rebecca Radmore, Paul Hart, Barry Kilpatrick, Adrian Fryer, Field HV Authorised Persons, Glyn Williams, Aaron Easton, Estates HV Operations & SRC Plant Manager Team, Darren Bearne, Shift Manager Authorised Person in Control, Ian Dan, Temporary Electrical Supplies Team, Jack Almond, Neil Bunce, Andy Newman, Warships Safety, Albion Project and Actavo, Dave Ford and Teams, Keith Hearnden, Estates Maintenance Steam Team, Stress Awareness Group, Ross Sargent, Paul Hatherell, Tony Smith, The Nuclear Process Group, Wring Group, Babcock Electrical Dept/SSE, Submarine Work Authorisation & Control Improvement Team, Landing Craft, Estates heat and ventilation FLMs, Fire equipment service engineers, Shore Supply Team, David Parker, Richard Noonan, Manageable Task Bar code Reader Team, Steve Gascoigne, Richard Keith, Devonport Operations Procurement Team, Ladder Working Group, Mark Matthews, Reactor Processes Group, Chris Champion, Dawnus Construction 12 Dock Project Team, Ian Ellis, Richard Greenacre, James Smale, Richard Farley, Ryan Clapham, Alex Vaughan, Johnny Lambert, Alan Lakey, Jon Clemmetsen, Nick Jeffreys, Ian MacDonald, Central Layapart Store Team, FRC Layapart Store Team, John Cooper, Paul Wallington, Logistics Team, Luci Barber, Brian Barton, Salamander Trial team, HMS Albion Project Team, James Mavin, Construction, Tony Canning, Dean Stanbury.



Devonport Safety Awards update

Sponsored by: Kirsty Pownall, Recognition and Reward Manager.

Finalists

Individual Achievement Award

Sheila Watson
Ian MacDonald
James Mavin

Team Achievement Award

Jack Almond and Neil Bunce
Ladder Working Group
Central Layapart Store Team

Environmental Award

Energy From Waste Project Team
Richard Cooper
Estates Maintenance Steam Team

Customer Engagement Award

Fleet Time Support Group
James Smale and Richard Farley
TEC Construction

Contractor Engagement Award

Collaborative Team (Warships Safety, Albion
Project and Actavo)
Dawnus Construction 12 Dock Project Team
Ryan Clapham and Alex Vaughan

Best Safety Programme

TWTO
Shore Supply Team
Richard Keith

Outstanding Safety Leadership

Alan Lakey
Paul Wallington
Jon Clemmetsen

Employee Engagement Award

Luci Barber and Brian Barton
HMS Albion Project Team
Ian Ellis and Richard Greenacre

Health and Wellbeing

Gabrielle Rose
Rachel Robilliard and The Site Services Group
Stress Awareness Group

New Employee

Adam Fricker
Wring Group
Actavo

Trade Unions Safety Representative Industrial

Adrian Steele
Mark Matthews
Peter Ward

Trade Union Safety Representative Non-Industrial

Steve Hatherley
Mark Jackson
Tony Smith

Product Safety Award

James Elliott and Rebecca Radmore
Dave Ford and Teams
Steve Gascoigne

Director's Award

Lucy Blake
Jane Climpson
Dean Stanbury

**Congratulations to everybody who was nominated
and thank you to those who took the time to submit a nomination.**

Use of knives at work survey - update

Sponsored by: Mike Carey, Safety Culture Improvement Team, ext. 4496

Final week for entries



Cobbler's knife



Sheath knife



Retractable Stanley knife

We have now received over 350 completed survey forms - an outstanding response!

Thank you to everyone who has taken the time to send us their completed surveys and provide so much information, which is currently being collated and analysed.

Information received through the survey from our users of knives will provide valuable feedback and help identify:

- new knives for future use
- alternative or safer tooling for certain applications
- safer cutting methods or tooling which can be shared through TOFS
-

Any additional forms received this week WILL be added to the draw where three survey forms will be selected at random and the lucky winners will receive £20 high street vouchers

Knife survey form

Name.....

Staff No.....

Trade/Job role.....

Business Unit.....

Contact No.....

FLM.....

If you use a knife at work, which is your preferred choice? Please tick.

☐

Cobbler's knife

☐

Retractable Stanley knife

☐

Sheath knife

☐

Other (please state type of knife)

.....

Why is this your preferred choice of knife?

.....
.....
.....

What do you use these knives for? (eg. cable stripping, package opening, gasket cutting, scraping, pencil sharpening, lagging removal, rope preparation/cutting.)

.....
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.....
.....
.....

Have you introduced any tools into your workplace which have eliminated the use of knives? If yes, please provide details.

.....
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.....
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.....

Please send completed forms to:

the Safety Culture Improvement Team, N081, PC804

Remember, three completed forms will be chosen at random to receive £20 high street vouchers.

**HOME SAFE
EVERY DAY**

Devonport Safety Awards update

Sponsored by: Safety Culture Improvement Team

An early Dash Cam!!



SCIT comment



Our safety culture today makes us shudder at images such as this.

Technology has improved our safety (now we have dash cams that would make this dangerous activity obsolete!!)

The approach to safety culture has also changed and placing someone in this kind of danger would be unacceptable today.....wouldn't it?