

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 16

Monday 11 April 2016

Devonport Operational Safety Department

In this week's TOFS

- Silo fire survivor tells his story
- Beware email 'phishing' scam
- Trade Union Safety Seminar
- Accident Body Map – March
- Devonport Safety Awards - update
- Bus passenger safety
- Safety Alert – MEWP incident
- Wet Wipe Technology road show
-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 Improvement Culture Team.

Tel: ext. 4496

Email:

~Marine.Devonport.Safety Culture Team

Visit:

SCIT Office,

N081 (North of the Red Brick Building)



trusted to deliver™



**HOME SAFE
EVERYDAY**



Silo fire survivor tells his story

Sponsored by: The Safety Culture Improvement Team)

From 1962 to 1987, Arkansas hosted 18 Titan II missile sites, six in White County. The missiles stood 110 feet tall and each could travel some 6,000 miles at a speed of 18,000 mph. Each Titan contained 9-megaton nuclear warheads, the largest in the U.S. military. All were on alert 24 hours a day, 365 days a year. They were dismantled in the mid-1980s, all except Site 571-7 in Green Valley, Arizona, just south of Tucson which is now a museum.

"It sounded like whoosh, kind of like when a gas stove lights," said Gary Lay of Little Rock, describing the last couple of minutes prior to 53 men being killed in a Titan II missile silo fire. Lay (pictured) was one of the only two survivors of the accident.

"Every fatality was from smoke inhalation and it was instantaneous. Every bit of oxygen was just sucked out of there," Lay said.

At age 17, Lay was working there to earn money for college. After the fire, he was hospitalised for 21 days with third degree burns on his hands and second degree burns on his face.

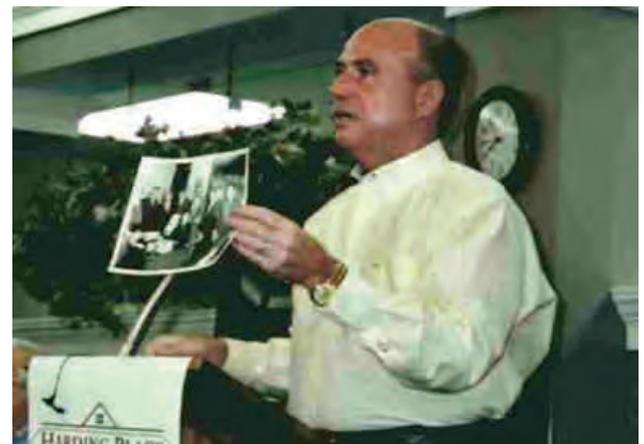
"The ambulance ride was the longest ride of my life because of the pain," Lay recalled.

At the time of the accident, Lay said he was working on level two when the fire flashed only a few feet from him.

"The smoke was absolutely horrible," he said. He made his way through the pitch black, smoke-filled darkness to escape through the "cableway."

Lay had only been working in the silo for two days when the accident occurred.

He recalled a sign at the site reading "206 days without an accident."



When the accident occurred, Lay had just re-entered the silo with a group of men who had been outside on a lunch break.

The other men were making their way around to their work areas when the accident happened at about 1:07pm.

The project was in the refit stage, Lay said. Arkansas was a "hot bed" for construction and it was swamped with carpenters, painters, *millwrights, electricians and pipefitters.

He described the silo as a "big underground city with two ways in and two ways out."

Silo fire survivor tells his story

Sponsored by: The Safety Culture Improvement Team)

The complex was built with three chambers, the launch tube which had nine levels, an access unit, and a control centre. Lay also talked about the security procedures at the operation. However, he said security was "lax" compared to the year prior when persons were not permitted to enter without a security escort. "There were security escorts playing gin that day," he said.

Lay was involved with the trial proceedings that went on for a year. He said one of the hardest things he had to do after the accident was face families and attempt to answer questions. "Why did all those men get killed and I didn't?" he questioned. "I don't know."

There have been several accounts of what happened but after a year of court proceedings, it was eventually determined that the cause of the accident was from a ruptured hydraulic line spraying diesel fluid onto a wire and igniting it.

*A millwright is a craftsman or tradesman who installs, dismantles, repairs, reassembles, and moves machinery in factories, power plants, and construction sites)

SCIT comment

Sound familiar?

- The project was under refit stage.
- Two ways in, two ways out.
- A hot bed of construction.
- Swamped with carpenters, painters millwrights electricians and pipefitters.

Discussion points



- Security staff should have escorted people but didn't on that fateful day. Could they have seen the hazard?
- Security not following procedure – what does that say about the culture of the silo operators?
- The accident happened after a break. Do you think anyone questioned what might have changed?
- Safety inspections – do you think any damage to the hydraulic hose may have been spotted?

Learning points



- Know your fire and emergency procedure.
- Make sure you are physically fit for your tasking.
- Check your workplace is safe when you return from a break (use your POWSA).
- Think 'Safety Culture' – follow process or say why you can't.



Beware email phishing scam

A new type of phishing email that includes the recipient's home address has been received by thousands of people, the BBC has learned.

Members of the BBC 'You and Yours' team were among those who received the scam emails, claiming they owed hundreds of pounds to UK firms.

The firms involved have been inundated with phone calls from worried members of the public. The emails contain a link which a cyber security expert warned would install malware when opened.

The email has good spelling and grammar and has the precise home address.

Ransomware

The You and Yours team decided to contact the companies that were listed in the emails as being owed money.

A spokesman for British Millerain Co Ltd, a waxed cotton fabric manufacturer, told the programme that the firm "had more than 150 calls from people who don't owe us money."

And a spokeswoman for Manchester shelving firm Greenoaks said: "My colleague took a call from an elderly gentleman and he was very distressed because his wife had had one of these emails."

Dr Steven Murdoch, principal research fellow at the department of computer science at University College London, told You and Yours: "Most likely it was a retailer or other internet site that had been hacked into and the database stolen, it then could have been sold or passed through several different people and then eventually it got to the person who sent out these emails."

He said that the email bore the hallmark of previous phishing attempts from gangs in Eastern Europe and Russia.



He also said that clicking on the link would install malware such as Cryptolocker, which is a form of ransomware that will encrypt files on Windows-based computers and then demand a fee to unlock them

Learning points



Phishing is the attempt to acquire sensitive information such as usernames, passwords, and credit card details (and sometimes, indirectly, money), often for malicious reasons, by masquerading as a trustworthy entity in an electronic communication (such as a link the sender requests the recipient to click on to gain more information).

Malware is short for "malicious software" - computer programs designed to infiltrate and damage computers without the users consent.

Ransomware is a type of malware that restricts access to an infected computer system in some way, and demands that the user pay a ransom to the malware operators to remove the restriction.



Trade Union Safety Representative Safety Seminar

Sponsored by: Peter Ward (DWC H&S Secretary) & Steve Anniss (Prospect H&S Coordinator)



The first Safety Seminar of 2016 involving both industrial and non industrial Safety Reps will be on Friday 22 April 2016.

Refreshments will be served from 7:30am with the seminar scheduled to begin at 8am.

The presentation will be by the South West Counter Terrorism Intelligence Unit and will be the same presentation delivered to our Senior Managers at the Safety Leadership Seminar in March.

Steve and Peter see this as an ideal opportunity for

all the Trade Union Representatives on our site (Workplace or Safety) to hear information on the various security threats to our workplace and to the citizens of the UK.

The presentation also provides guidance on how to respond to any terrorist activity or report suspicious activities. Some of this has already been covered in recent TOFS.

Would all TU reps please make every effort to attend this important seminar and indicate their intention to attend by email to Peter or Steve.



SECURITY

EVERYONE'S RESPONSIBILITY



March accidents

Accidents – March 2016

Eyes	
During March	1
Total in 2016:	2
Resulting in a LTA:	0

Head/Neck	
During March	4
Total in 2016:	9
Resulting in a LTA:	2

Trunk/Back	
During March	6
Total in 2016:	18
Resulting in a LTA:	8

Arm/ Wrist/Shoulder	
During March	2
Total in 2016:	7
Resulting in a LTA:	2

Hip/Thigh	
During March	0
Total in 2016:	4
Resulting in a LTA:	2

Hands/Fingers	
During March	6
Total in 2016:	16
Resulting in a LTA:	3

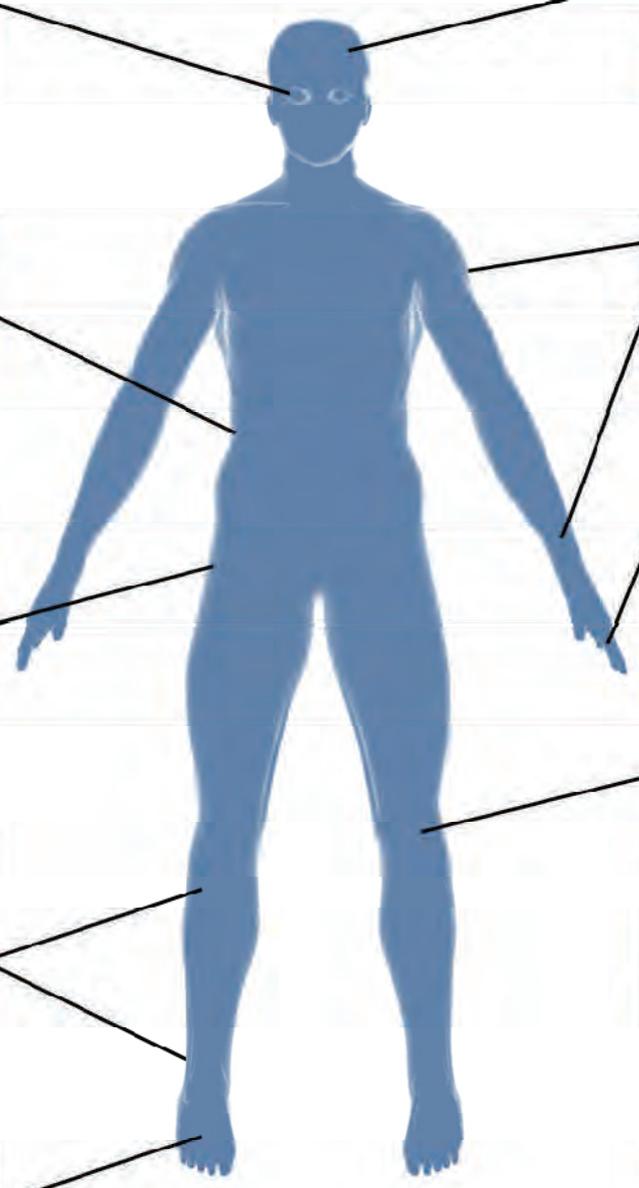
Leg/Ankle	
During March	1
Total in 2016:	6
Resulting in a LTA:	1

Knee	
During March	0
Total in 2016:	0
Resulting in a LTA:	0

Feet/Toes	
During March	1
Total in 2016:	1
Resulting in a LTA:	0

Multiple injuries	
During March	1
Total in 2016:	1
Resulting in a LTA:	0

Miscellaneous/ Health	
During March	0
Total in 2016:	6
Resulting in a LTA:	0



LTA = A Lost Time Accident

Devonport Health & Safety Awards - update

Sponsor: Kirsty Pownall, Recognition and Reward Manager

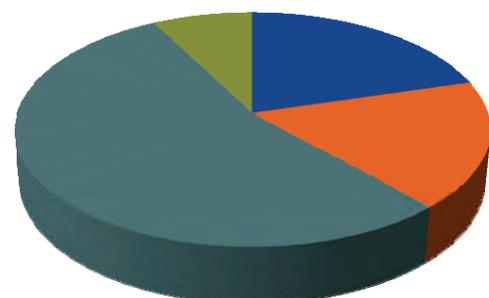


Nominations

This year we have received a total of 102 nominations for the Devonport Health and Safety Awards.

Throughout the last year we have accomplished some significant achievements in the journey to improve our safety performance and culture.

Thank you to all those who have been nominated, for playing your part in these improvements and to those who took the time to nominate colleagues and demonstrate how proud we are, here at Devonport, of individuals and teams who work hard to send people Home Safe Every Day.



Submarines	21
Warships	18
Devonport Operations	55
Miscellaneous	8



Bus passenger safety

Sponsored by: Sean Denny, Passenger Transport Manager.

The primary concern of the passenger transport department is the safety of every passenger that uses the bus service within the Devonport site.

In response to a recent OEF we have introduced signage and a marking on the bus floor to help passengers identify the safe standing area of the bus (see picture).

Passengers are reminded that they must use all remaining seats on the bus and only stand if there is no seating available.

In the event of seating being unavailable, passengers are required to use the standing area towards the rear of the bus.

Passengers must remain behind the yellow line on the floor at the front of the bus and not to attempt to disembark until the bus has come to a complete stop.



**DO NOT CROSS
YELLOW LINE
WHILE VEHICLE IS
IN MOTION**



Title

HMS ALBION
MEWP Incident Sky Siren Activated

Description of Incident



Sky Siren & OPS



Airweb event No

84193

Date of event

29/03/16

Alert issue date

01/04/16

Issued by

Charlie Ede
SSSM
Devonport
01752 323722
HMS ALBION
10 Dock

Distributed to

Whole site & M&T
via bulletin service

Hazards

IP reversed MEWP slowly towards ships STBD rudder causing him to trap his body between the rudder and MEWP control panel. SKY Siren activated preventing any serious injuries allowing the groundsmen to activate ground controls and bring him down safely.

Risks

Entrapment, Crush

Immediate control measures

First Aid for driver.
MEWP quarantined until investigation complete.
Tool box talk given to all MEWP drivers & Groundsmen

Action Required

1. Investigation underway.
2. Maintain clear access for MEWPS to manoeuvre easily to work locations.
3. Avoid reversing in vicinity of hazards; always try to the face the direction of travel.
4. If your banksman is distracted by another task, however short, **STOP**
5. Operator Protection Systems are effective in reducing injury.
6. Banksman to demonstrate that they can lower the MEWP before the initial task of the day.

Supplier Presentation

May 4th 10am - 2pm
Frigate Repair Complex



What we can offer:

- Reduction of Bulk Chemicals by utilising Wet Wipe technology
- Low lint wipers to avoid foreign object damage / cross contamination
- Reduce contaminated waste streams
- Introduction of point of use Wipe Stations

Wet Wipe Tubs, Pouches & Sachets



■ The Wipemaster range of Wet Wipes combine technology in both advanced wiping and chemicals. The dispensing systems (tub, pouch and sachet) ensures a clean wipe ready for instant use making containers of harmful solvents and chemicals a thing of the past.



Low Lint Wipers



- The Wipemaster® brand of Non woven wipers offer good wet and dry strength, excellent absorbency, low lint characteristics and are consistent in appearance and performance.
- Roll, 1/4 Fold, Clean Room Formats
- Aerospace Approved
- Great wet strength and chemically resistant
- Wipers available for general wiping tasks and up to critical cleaning / clean room tasks

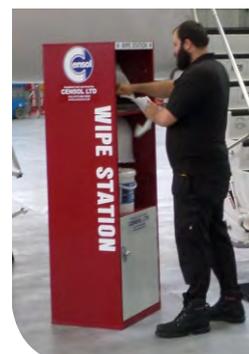


Wipe Stations



■ The Censol Wipe Station is the solution to the problem of not having critical wipers and wet wipe products in the right place, at the right time, all of the time.

■ This unique Wipe Station is more than just a convenient place to keep your wipers. It is highly visible, can be sited at point of use or in areas where products are most needed.



Anixter & Censol working in partnership:

Censol Ltd, Forbes Close, Long Eaton, Nottingham, NG10 1PR. Tel: 0115 9727070 Email: info@censol.co.uk
Anixter OEM Solutions, Brimington Road North, Chesterfield, S41 9BE

....and finally



Photograph taken from internet

SCIT comment



Sometimes we can focus on the small stuff
and lose the bigger picture!!

**HOME SAFE
EVERYDAY**