

# 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 22**

**Monday 23 May 2016**

## Devonport Operational Safety Department

### In this week's TOFS

- HSE prosecution (PUWER regulations)
- Learning from experience - control of hoses
- Warships Business Unit - SIT update
- Warships Business Unit - OEF update
- Submarine Business Unit - HiPo investigation
- Devonport Safety Awards – Winners!
- Knife Survey update
- Product safety - child seat recall
- Accident information
- .....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**



## HSE prosecution (PUWER regulations)

*Sponsored by: The Devonport Operations Safety Team*

**Below is a press release from the Health & Safety Executive.  
Crystal company sentenced over injury to worker Date:13/5/16**

A Cumbrian manufacturer has been fined after an employee suffered a serious hand injury while using machinery.

Laura Ponsford, who was 21 at the time of the incident, had the middle finger of her right hand torn off while operating a drill to widen the neck of a glass bottle.

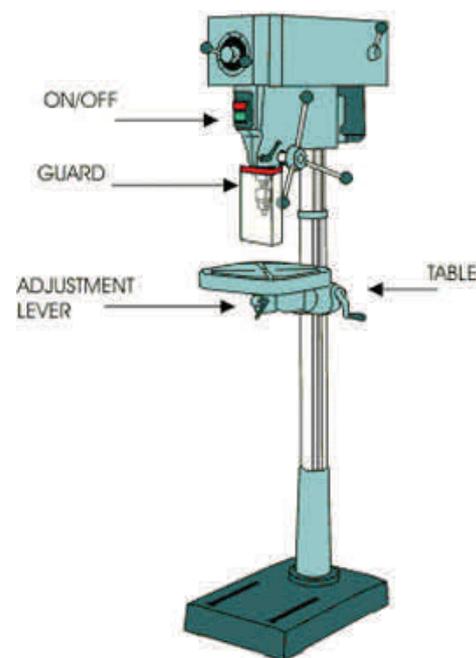
Preston Crown Court heard the investigation by the Health and Safety Executive (HSE) into the incident at Greatdale Ltd (trading as Cumbria Crystal) found the firm had failed to prevent operatives from accessing dangerous parts of machinery.

Mrs Ponsford, had only been working at the defendant's premises at The Lakes Glass Centre, Ulverston, for one year and has since left the company.

The court heard that she was using a 'pillar drill' but the chuck and reamer were unguarded.

Mrs Ponsford was wearing latex gloves while performing this task, however the glove on her right hand became entangled within the rotating parts of the reamer resulting in the middle finger of her hand being severed.

HSE told the court the incident could have been prevented if a risk assessment had taken place and guards fitted to prevent access to dangerous parts of machinery had been in place.



Greatdale Ltd (of Cumbria, pleaded guilty to breaching the PUWER (Provision and Use of Work Equipment Regulations ) and was fined £15,000.

After the hearing HSE inspector Leona Cameron said: “This incident could have been prevented simply by providing guarding to prevent access to dangerous parts of the machine. The need to guard dangerous parts of machinery is well known with established industry guidance available, and in this case, the result of that guidance being ignored is a serious injury to a young woman.”

### Discussion points



- Do we always ensure guards are in the correct position?
- Does the risk assessment state that gloves and/or which type can be worn whilst using rotating machinery? In most cases gloves should not be worn when using rotating machines – make sure you know what is correct.
- If you have any concerns about machinery guarding contact Dave Yates at the H&S Dept.

## Control of hoses - OEF Event 84331

*Sponsored by: Daniel Paul (Production Manager) Warships Business Unit*

The investigation into OEF event No 84331, raised in April 2016, identified learning points which can be shared across all business units.

### The event

During a safety visit to HMS Portland, 4 Basin South, the event reporter noticed that four hoses were being used on the flight deck. These hoses had all exceeded their inspection date (which the photographs show). There was also no inspection date on the burning torch or the regulators at the bottles. On further inspection, the event reporter noticed that the user worked for a sub-contractor but the hoses were Babcock property. When the event reporter asked the user if the hoses belonged to the sub-contracting company, he said that “he had got them from the workshop and that they were their property as far as he knew”. The names on the test tallies were constructive Babcock FLMs who work for Warships.

### Immediate action taken

The event reporter stopped the sub-contractor from working. He then contacted the relevant Production Manager, who quarantined the four hoses.

### Event investigation and findings

The sub-contracting company stated that the hoses came from their workshop and the individual worker did not check to see if they were in date. They also stated that when the gas hoses were collected from a T23 refit, the Babcock hoses may have been taken back to the workshop by mistake. The sub-contractor has a testing procedure which is carried out by an external company. They also use the same yellow tallies as Babcock to identify the new test date for hoses. The only difference is that the sub-contractor's are printed and Babcock's are hand written.



### Discussion points



- Have all relevant users been briefed on the Risk Assessment for using burning hoses?
- Does every FLM or owner of hoses know exactly where they all are?
- How often are checks actually carried out by the user?
- How do I get my hoses replaced or retested?

### Learning points



To have hoses replaced or retested contact your FLM who will raise a request for hose testing by using Form FR08-62-000(3) which he will send by email to:

~Marine.Factories Group Hose Facility.

The FLM will then make arrangements to return them neatly coiled to the Hose Facility located in N187 (Main Factory) Tel. 3972.

Further information: FAC(D)-PM-018 defines the controls for repair and testing of air, hydraulic and gas hose assemblies.

## WARSHIPS Business Unit SIT UPDATE

*Sponsored by: WBU Safety Improvement Team*

Below is a review of some of the topics discussed at a recent Warships Safety Improvement Team meeting, which others around the site may find interesting.

If you feel any of the initiatives are relevant to your own areas and would like to discuss them further, please contact Will Cole on ext 4124.

### **Closing discussion**

The Warships SIT Chair encouraged everyone in attendance to take an active part in the meeting by introducing a closing subject for everyone to comment on. This in turn promoted a healthy discussion. This month's topic was: What one thing would you do to improve safety on site?

### **Sit/stand desk**

A new model (shown below) has been purchased for trial. The Warships Class Output Management (COM) team will report back at next SIT meeting.



### **PAFF Bags**

Warships have 9 locations currently which have PAFF bags installed, these are used to safely lower fire extinguishers between decks.

### **Hand protection/Traffi Gloves trial**

Will be promoted alongside the SCIT roadshow for hands and knives. Roll-out to follow.

## Warships Business Unit OEF update

*Sponsored by: WBU Safety Improvement Team*

### **SIGNIFICANT OEF EVENTS CLOSED IN April 2016**

#### **OEF 83577 Zone 1 Lighting & Connectors**

Well Dock tanks on HMS Bulwark were flooded causing damage to the lighting and connectors. On inspection it was found that non-Zone 1 connectors had been taken into the tank. (Zone 1 lighting and its associated supply is an ‘intrinsically safe’ electrical system and is used in an area where ignitable concentrations of flammable gases, vapours or liquids are likely to exist under normal operating conditions).

#### **Investigation findings**

Due to insufficient length of cable on the Zone 1 lighting, a non-Zone 1 extension cable (shown right) was used inside the tank. Contractor staff were not aware of the correct rating of equipment and that it should not be used. The correct type of Zone 1 connection is shown below.



#### **What has changed?**

Contractor staff briefed on what cable supplies and lighting can and cannot be taken into the tanks. The Temporary Electrical Supplies (TES) Team are now being advised on the size of the tanks so that extension cables of suitable length and rating can be provided.



#### **OEF 84282 Injury sustained during alignment of pipe flange**

Whilst trying to line up pipework with a marlin spike to line up bolt holes, the spike slipped as the IP pulled it and he hit his face causing a small cut/graze.

#### **Investigation findings**

The injured person had to align the two flanges using a marlin spike.

In this instance, the only way to apply pressure to the spike meant he had to pull towards his face. When the spike slipped the inevitable happened and he struck his face causing a small laceration to his right upper cheek.

#### **What is changing?**

A new flange alignment bar (shown right) is to be trialled on HMS Albion. The tool user group will be involved in the process and updates will be provided through TOFS.



## Submarine Business Unit ‘HiPo’ event 78540 investigation

*Sponsored by: Michael Foster, SBU OEF Engineer.*

### High Potential ‘HiPo’ event investigation findings

An employee suffered a hand injury whilst setting up a machine for a drilling operation on the new 14 dock Reactor Access House (RAH) crane. The team of two were preparing a ‘Slugger’ magnetic based drill (shown right) in the vertical position.

The drill has two control switches, one for the magnetic base and the second for the drive motor. A safety feature of the machine is that the drill will not start until the magnetic base is energised.

Unfortunately it is possible to have the motor switched on but it will not operate until the magnet is energised. If the motor is accidentally or inadvertently switched to the on position the drill will start as soon as the magnet is energised, this is what happened in this case.

At the time the IP was positioning the machine ready to start drilling. He then switched on the magnet to secure the machine which, because the drill switch was in the on position, caused the drill to start at the same time. Because of the way he was holding the machine it pulled his right hand around the spindle causing damage to his hand.

### Investigation findings

The investigation highlighted that the tool in question had been within the Devonport site since the early 90s, with no maintenance /servicing ever being carried out on it.

This is against the tool and equipment polices, which state that tools or equipment must be approved by; Health & Safety, Occupational Hygiene, the Tool User Group and registered to ensure a suitable maintenance regime is established.



### What can you do?

There are still a considerable number of these pre-2014 tools unaccounted for. They are not to be used and are to be returned to the Pneumatic Store where an alternative, approved tool can be obtained.

If using any unregistered portable power tools contact Charlie Ede (Senior Safety Support Manager) for further advice.

### Discussion points



- Are there any unregistered portable power tools within your work areas?
- Are all interlocks and safety guards in place and in good working condition?

## Devonport Health & Safety Awards Ceremony 2016

*Sponsored by: Kirsty Pownall, Recognition & Reward Manager*



The Devonport Health and Safety Awards evening was held on 12 May 2016 and 194 people attended the ceremony at the Duke of Cornwall Hotel in Plymouth.

The compere for the evening was Benjamin Mee, the CEO of Dartmoor Zoo and author of 'We bought a Zoo', the bestselling book that inspired the Hollywood movie of the same name.

Ben spoke of how his focus shifted to safety when he bought the zoo and became the owner of several big cats!! Overnight he had become responsible for the safety of his staff and the public.

Well done to all those who were recognised and nominated and congratulations to all the winners!!



### **Devonport Health & Safety Award Winners:**

**Individual Achievement Award**  
James Mavin

**Team Achievement Award**  
The Ladder Working Group

**Environmental Award**  
Energy From Waste Combined Project

**Customer Engagement Award**  
Fleet Time Support Group

**Contractor Engagement Award**  
Warships Safety, Albion Project and Actavo

**Best Safety Programme Award**  
Tactical Weapons Test Organisation

**Outstanding Safety Leadership Award**  
Jonathan Clemmetsen

**Health and Wellbeing Award**  
Rachel Robilliard and The Site Services Group

**New Employee Award**  
Adam Fricker

**Trade Union Industrial Safety Representative  
Award**  
Peter Ward

**Trade Union Non-Industrial Safety Repre-  
sentative Award**  
Mark Jackson

**Product Safety Award**  
Steve Gascoigne

**Directors Award**  
Jane Climpson



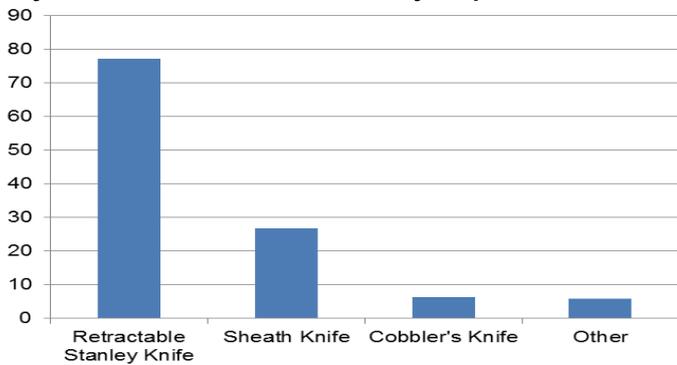
## Knife survey

*Sponsored by: The Safety Culture Improvement Team*

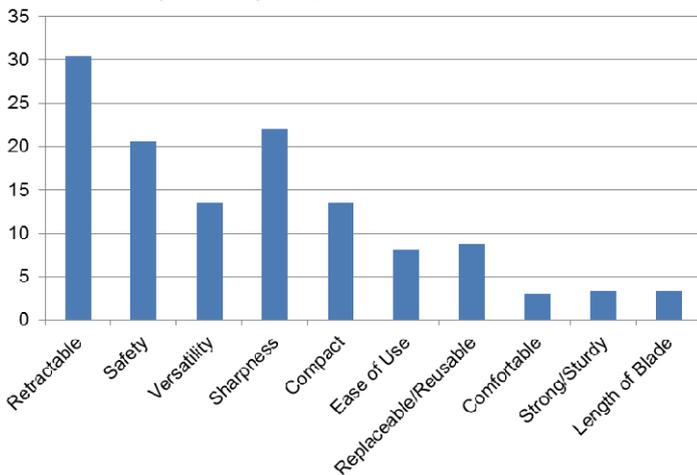
Thank you to all 364 of you who took the time to complete the recent knife survey within TOFS.

The information will help with the planning of the knife road show. Here are some of the results.

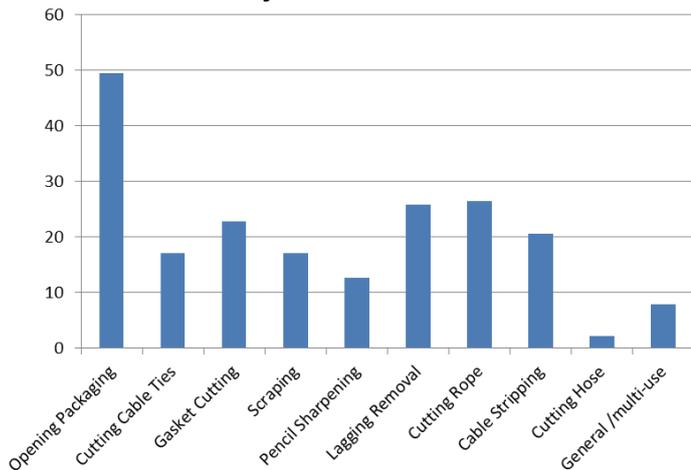
**If you use a knife at work, which is your preferred choice?**



**Why is this your preferred choice of knife?**



**What do you use these knives for?**



## Product safety recall

*Sponsored by: The Safety Culture Improvement Team*

**Argos has recalled five Mamas & Papas car seat models after it was claimed they might not protect a child in the event of the crash, with their shells cracking on impact.**

The affected models are:

Mercury Group 1 Black.

Mercury Group 1 Grey.

Mercury Group 1-2-3 Black.

Mercury Group 1-2-3 Grey.

Mercury Group 2-3 Black and Grey.

**These models were manufactured by Mamas & Papas exclusively for Argos.**

A statement released by Mamas & Papas said: “We continue to work closely with Argos to determine the exact nature of the issue.

“We wish to reassure our customers that we take product quality and assurance very seriously and that the safety of our customers is always our primary concern.

“All Mamas & Papas car seats are tested, certified and approved under the European regulations R44/04 by independent accredited bodies.”

Argos said in a statement:

“We have identified a potential safety concern.”

“In the event of an accident the car seat shell may crack

and therefore not provide the intended level of protection to the user.”

“If you have purchased any of the above seats, you should immediately stop using the product and return the car seat to your local Argos store for a full refund.

“We wish to thank you for your co-operation and apologise for any inconvenience caused by this recall.”

**For more information contact the Argos Customer Service Team on 0345 600 5388.**





## This week's accidents

<b>Total Accidents</b>	<b>32 to date</b>	<b>3 in week</b>
	<b>LAST YEAR</b>	
	<b>27 to date</b>	<b>7 in week</b>

<b>Lost Time Accidents</b>	<b>7 to date</b>	<b>1 in week</b>
	<b>LAST YEAR</b>	
	<b>5 to date</b>	<b>0 in week</b>

### Lost Time Accidents

(Includes one from last week)

Location	Part of Body	Nature of Injury	Direct Cause of Injury	Type of Person	Brief Description of Accident
N022	Head / Neck	Cuts & Bruises	Struck by Falling / Flying Object	Babcock Industrial	Whilst using stairwell to upper offices, IP went through access door when the door closer ripped out of door and hit him in the face causing a cut and head injury.
HMS Vanguard	Trunk / Back	Strain / Sprain	Misc	Babcock Industrial	IP was coming out of AMS 1 and had to twist at top of ladder which caused pain to his back.

### Other Accidents

Location	Part of Body	Nature of Injury	Direct Cause of Injury	Type of Person	Brief Description of Accident
HMS Vanguard	Head / Neck	Cuts & Bruises	Step / Strike Against Object	Contractor	IP had picked up items, turned and rose and walked into 'No Entry' barrier. Barrier made of thin nylon string when caught IP on nose, and safety glasses causing cut to nose and jarring to neck.
HMS Vanguard	Leg / Ankle	Cuts & Bruises	Fall on the Level	Agency Industrial	IP was climbing ladder, stepped back as someone was about to descend ladder and leg went down side of boards injuring leg

And finally .....

*Sponsored by: The Safety Culture Improvement Team*

## **Baby taking up too much room?**

### **Try this solution from the 1930s**



These incredible pictures taken in the 1930s shows a baby suspended high up in flats from their parents' window

Incredibly, the then East Poplar borough council in London proposed to fix the cages to the outside of some of their buildings so that babies could benefit from fresh air and sunshine.

The cages were also distributed to members of the Chelsea Baby Club who lived in high buildings and had no gardens.

Sitting in open mesh cages, the youngsters were completely exposed to the elements outside.