

# 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 29**

**Monday 11 July 2016**

## Devonport Operational Safety Team

### In this week's TOFS

- Contact Dermatitis—HSE prosecution
- Causes of Contact Dermatitis
- Control of Substances Hazardous to Health
- HSE prosecution update
- Flammable fluid and gas bottles
- Motorway safety
- Risk Assessment Programme
- Operational Safety Team update
- Accidents
- ....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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## Contact Dermatitis - HSE prosecution

*Sponsored by: Devonport Operational Safety Team*

A company based in Hereford which manufactures rubber sealants has been fined after a worker contracted Allergic Contact Dermatitis.

Hereford Magistrates' Court heard how an employee contracted the skin disease after being exposed to sensitising ingredients in rubber compounds.

An investigation by the Health and Safety Executive (HSE) found that the company failed to assess risks from products used or manage those risks.

The company's health and safety advisor failed to understand the underlying issues to the level required for the company to understand its responsibilities.

TRP Polymer Solutions Limited, of Netherwood Road, Rotherwas Industrial Estate, Hereford, pleaded guilty to breaching Section 2 of the Health and Safety at Work etc Act 1974, and Regulations 6 and 11 of the Control of Substances hazardous to Health 2002 (COSHH), and was fined £40,000 and ordered to pay costs of £6,529.

Paula Underwood, a self-employed health and safety advisor, of Slaughter Castle, Kimbolton, Leominster, Herefordshire, pleaded guilty to breaching Section 3(2) of the Health and Safety at Work etc. Act 1974, for failing to carry out her duty under the act to a level of competence expected by someone carrying out her role, thereby exposing others to risks to their health and safety, was fined £1,000 and ordered to pay costs of £200





## Causes of Contact Dermatitis

*Sponsored by: Justina Sebag-Montefiore - Senior Occupational Hygienist*

### **Contact Dermatitis occurs when your skin reacts to a particular substance.**

This can be either:

- **an irritant** – a substance that damages the skin
- **an allergen** – a substance that can cause the body to react abnormally

#### **Irritant Contact Dermatitis**

Irritant Contact Dermatitis occurs when your skin comes into direct contact with a substance that damages the outer layer of your skin, causing redness, itching, and a burning or stinging sensation. It may be caused by frequent exposure to a weak irritant, such as soap or detergent. It may also develop if you've been in contact with a stronger irritant for a short while.

Common irritants include:

- soaps and detergents
- antiseptics and antibacterials
- perfumes and preservatives in toiletries or cosmetics
- solvents
- oils used in machines
- disinfectants
- acids and alkalis
- cement
- powders, dust and soil

If you already have Irritant Contact Dermatitis symptoms, they can be made worse by heat, cold, friction (rubbing against the irritant) and low humidity (dry air).

#### **Exposure at work**

You may be more at risk of irritant Irritant Contact Dermatitis if you work with irritants as part of your job, or if your job involves a lot of wet work. If you develop the condition because of a substance you work with, it may be referred to as Occupational Irritant Dermatitis .

This type of dermatitis is more common in certain occupations, including:

- agricultural workers
- beauticians and hairdressers
- chemical workers
- cleaners
- construction workers
- cooks and caterers
- metal and electronics workers
- health and social care workers
- machine operators
- mechanics and vehicle assemblers

#### **Allergic Contact Dermatitis**

Allergic Contact Dermatitis occurs when you come into contact with a substance that causes your immune system to react abnormally. Your immune system is the body's natural defence system, which usually protects your body against infection and illness. During an allergic reaction, the immune system attacks healthy cells and tissue as well. This is what causes your skin to become sore and inflamed.

The first time you come into contact with an allergen, your body becomes sensitised to it, but does not react to it. It's only when you are exposed to the substance again that your skin reacts with an itchy red rash.

Allergens that commonly cause allergic contact dermatitis include:

- metals – such as nickel or cobalt in jewellery
- rubber – including latex, a type of naturally occurring rubber
- textiles – particularly the dyes and resins that are contained in them
- strong glues – such as epoxy resin adhesives

## Control of Substances Hazardous to Health (COSHH)

You are probably already aware of many risks in your trade or industry. A COSHH assessment concentrates on the hazards and risks from substances in your workplace.

Remember that hazards and risks are not limited to substances labelled as ‘hazardous’

The recent gloves roadshow gave staff the opportunity to try the gloves we have on site but it is important to pick the gloves appropriate to the COSHH assessment you are using, not just the one which is the most comfortable.



### Discussion points



- **What do you do that involves hazardous substances?**
- **How can these cause harm?**
- **How can you reduce the risk of harm occurring?**

### Learning points



- **Make sure you are using the right risk assessments for the job**
- **Make sure you are using the right hand protection for the substances you are using**
- **Gloves do not fully protect your hands for all your working day - chemicals can ‘breakthrough’ the protection they afford you and then you can get chemicals sitting on your skin throughout the day. So make sure disposable gloves are disposable – take them off and replace once they have come into contact with hazardous chemicals**
- **Always wash and dry your hands thoroughly – you can’t often see chemicals which are deposited on your skin**
- **Be skin aware – check your hands, elbows, knees for dry skin**
- **Skin sensitisers can sensitise you at any time, don’t think because you have used them for a long time without effect that you are immune to their effects**
- **Think about how you do your job and how contaminants can come into contact with the skin: immersing your hands, substances disposition from air, splashes and coming into contact with contaminated surfaces. To combat this make sure your work area is clean so you don’t affect other people (who may be exposed when not wearing PPE), think about how you can minimise splashes and immersing your hands (use dip hooks? Automate processes? Buy-in products which are already coated / painted? Use self-adhesive products? etc), ensure local extraction systems are in use.**
- **Be your brothers’ keeper – if you see signs of skin problems on your colleagues, encourage them to go to occupational health and get checked out**
- **Always try to eliminate the use of skin sensitisers.**

## HSE Prosecution update

*Sponsored by: Devonport Operational Safety Team*

### Shipyards Cargo handling company fined for safety failings after worker injured

Prosecution took place on 28 June 2016.

A cargo handling company based in Aberdeen has been fined after a worker suffered serious injury. Aberdeen Sheriff Court heard that North East Stevedoring Company Limited (NESC), a cargo handling company was working at Clipper Quay, Aberdeen Harbour.

Containers holding loose pipes were being transported by a forklift truck (operated by an NESC employee) from Clipper Quay to within reach of a crane on the quayside.

Christopher Smith, who was employed by Euroline Shipping Company Limited as a ships agent to oversee loading operations, was making his way to the vessel the pipes were to be loaded onto when he was struck on the lower back by the cargo being transported. He suffered a fracture of the left elbow and fractures of several vertebrae. He has not returned to work since the incident.

An investigation by the Health and Safety Executive (HSE) into the incident found that NESC failed to ensure sufficient separation between vehicles and pedestrians. They did not exclude pedestrians from the work area or provide pedestrian routes. There was no safe system of work in place at Clipper Quay.

The court was told NESC was ultimately responsible for the arrangement of their work site and the safety of those using it.

North East Stevedoring Company Limited, of Streamline Terminal, Blaikies Quay, Aberdeen, pleaded guilty to breaching Section 17(1) of the

Workplace (Health, Safety and Welfare) Regulations 1992 and was fined £12,000. After the hearing, HSE inspector Sarah Liversidge said: “The law states duty holders must ensure the workplace is organised in such a way that pedestrians and vehicles can circulate in a safe manner. NESC failed in that undertaking, there was insufficient separation between vehicles and pedestrians within the loading area at the Quay that resulted in Mr Smith sustaining serious injury that has prevented him from returning to work.”

### Discussion points



A recent TOFS article from Warships showed how they have taken positive action to segregate pedestrians and FLT movements. Logistics also constantly review this topic because, with all the deliveries they handle at their stores, segregation has to be well managed.

- What about your work environment, do you and your colleagues have concerns ?

If you have any concerns about the interaction between vehicle movements and pedestrians speak to your manager, Safety Support Manager or TU Safety Rep.



## Flammable fluid and gas bottles at 9 Dock

*Sponsored by: Andrew Gaved - Deputy 9 Dock & Refuel Plant Manager*

The update to the old LOP(R) safety case to the new VDMP(R) safety case in 9 Dock has introduced tighter restrictions on flammable fluids (liquids or gases) and gas bottles.

Anyone wishing to temporarily or permanently store flammable fluids outside of the buildings in 9 Dock must apply for a permit from the Dockside Manager (Martin Seward) or his team of FCOs, in accordance with POP586.

This reminder has been produced following OEF event 84778 (SePo), where six cans of AC-90 multipurpose lubricant aerosols incorrectly stored (in a chacon) under a crane in its parked position caused us to breach an Identified Operating Instruction (IOI) V9D.IOI.L3\_E.7. This is a reportable event to the regulator, the Office for Nuclear Regulation (ONR).

Please ensure every care is taken when handling and storing flammable fluid of any quantity or gas bottles. If in any doubt, contact the Dockside Manager or his team :

- Martin Seward (Dockside Manager):  
office: 4944
- James Francis (Facility Control Officer):  
office: 5999; DECT: 7054
- Neil Morton (Facility Control Officer):  
office: 5999; DECT: 7054
- Steve Gillmore (Facility Control Officer):  
office: 5568; DECT: 7059
- Chris Johns (Facility Control Officer):  
office: 4968; DECT: 7059
- Matt Kerr (Facility Control Officer):  
office: 3345

### Learning points



- Obtain a permit from the Dockside Manager before bringing flammables onsite.
- Flammable fluids within a chacon underneath the crane parked position - other restricted areas will still breach the IOI.
- POP 586 sets out how we control flammable fluids and gas bottles on the 9 Dock site. This document can be found on the Submarine Document Management System path: Collaboration > Submarines > Submarine Document Management System > Submarine Document Library

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## Motorway safety

*Sponsored by: Devonport Operational Safety Team*

A woman was killed when she was hit by a lorry on the motorway as she got out of her car to inspect damage after hitting the central reservation. Greater Manchester Police said the woman, 24, was involved in a "minor collision" on the M61 near junction five on 4 July. It is thought she left her car "to check the damage".

Safety guidelines from Highways England advise drivers **not to leave your vehicle in the event of being stuck in a "live" lane**. If you can't move your vehicle, you should switch on the hazard lights and call the police on 999 informing the operator you are on the motorway

## Learning points

### What to do when your car breaks down on the motorway - five simple tips:

#### Move to the hard shoulder

It's vital that when you feel an issue with your car that you safely move across to the hard shoulder. Drive as far to the left of the emergency lane as possible and position your wheels to face the grass verge - not to the main carriageway. Then, activate your hazard warning lights, and if it's dark, turn on your car's sidelights. If you are unable to get to the hard shoulder, you should turn on your hazard warning lights as soon as you can in order to alert vehicles behind you. Then call the emergency services for assistance.

#### Get everyone out

Sitting in a car when there is very fast-moving traffic coming by at close proximity is very dangerous. If you are able to do so, you should get yourself and any passengers out of the car. Never leave by the driver's door in this situation – get everybody out of the left-hand side to ensure you are not going to walk into oncoming traffic.

#### Call for assistance

If you are a member of a breakdown service, this is the time to call them. They will ask you for

details of the car, the situation your location. Most will ask you for the number on the nearest location marker to help pinpoint you and alert recovery vehicles in the area.

#### Wait somewhere safe

Wait well-back from the carriageway, preferably up on the grass verge on the side of the motorway. You should always wait for assistance to arrive and never attempt to fix your vehicle's problem yourself, even if you think you know what it is.

If you feel like you are in any danger – perhaps you are a female travelling alone and it is dark, or you have a disability that impairs your movement, contact the emergency services for further advice.

#### Back on the road

Many vehicles can be fixed at the roadside - whether this be permanently or temporarily to at least get you back home or to your onward destination. If this is the case you need to merge back onto the motorway safely. The best way to do this is to use the hard-shoulder to build up speed to match that of the carriageway traffic, signal your intentions early, check your blind spots and then move back into the main lanes when you have plenty of space to do so.



## Risk Assessment Improvement Programme

*Sponsored by: Ian Bean - Risk Assessment Working Group*

A Risk Assessment Working Group has been formed from all operational areas of the Devonport business site, they have been tasked with two objectives::

- a) Short Term: Identify and implement quick wins to address existing issues with our current Risk Assessment process and tools.
- b) Long Term: Determine, develop and implement “best practice” Risk Assessment process/practice/tool, which is seen by the workforce and management as “adding value” and becoming the absolute cornerstone of our safe working management practices.

The initial focus of the team is on the short term review of the current tools, support and processes. Surveys and workshops have been held in several areas with participation from the business to identify improvements to the current process. As a result 21 improvements to the risk assessment database have been identified which will improve the use and application of Risk Assessment Management on our site.

These improvements include

- Archived Risk Assessments will retain the reference number when returned to the live system with a new revision number.

- When a General Risk Assessment is printed, an option to print all linked Specialised Risk Assessments will be offered.
- Improved Risk Assessment User Guides following training in the use of the system

The system improvements will be available to be used from the 11<sup>th</sup> July 2016, with further updates being implemented over the next 6 weeks.

Training in the use of the Risk Assessment Process and in the best use of the system is available from Senior Safety Support Managers. for further information please contact:

[Health&Safety.TrainingDevonport@babcockinternational.com](mailto:Health&Safety.TrainingDevonport@babcockinternational.com)





## Risk Assessment Improvement Programme

*Sponsored by: Ian Bean - Risk Assessment Working Group*

The Risk Assessment working group has been drawn from all operational areas and is made up of the following personnel:

Patrick Stanbury	Electrical FLM
Dave Goffin	Safety Support Manager
Tom Roden	Health and Safety Engineer
Jemma Damarell	Clerk of Works
Kevin Orme	Business Support and Planning Manager
Pete Brown	Safety Support Manager
Lee Collins	Senior Safety Support Manager Subcontractors
Colin Stevenson	Fabricator / Safety Rep
Jack Berryman	Senior Business Systems Analyst
Steve Hatherley	STE(S)
Rhodri Griffiths	FLM
Brian Westmore	Senior Safety Engineer
Tony Smith	Assistant Master Rigger / Naval Bases Risk Assessment Manager
Richard Smith	Safety and Quality Manager
Stan Bowles	Project Manager Business Solutions
Charlie Ede	Senior Safety Support Manager

**If you have any improvement ideas or require further information please contact members of the working group, your input is welcome.**

**The M&T Risk Assessment System will be unavailable on the 11<sup>th</sup> July 2016 from 13:00hrs until 18:00hrs, this downtime is required to provide an update to the Risk Assessment to PPS interface.**





## Operational Safety Team update

*Sponsored by: Devonport Operational Safety Team*

The Operational Safety Team is a new organisation that is being set up to improve safety performance on site. This was set out in the last Team Brief.

Over the last week the organisation has started to relocate to the Red Brick Building (No76) and the following staff now reside on the ground floor:

Robbie Jenkins	Head of Operational Safety	Ext 5001
Rhys Blackaller	Safety Improvement & Training Manager	Ext 2879
Jane Climpson	Operational safety Performance Manager	Ext 5001
Mike Foster	OEF Engineer	Ext 6880
Kate Manning	OEF Engineer	Ext 4918
Michael Coles	RB Safety Consultant	Ext 6880
Chris Steel	RB safety Consultant	Ext 6880



**The Operational Safety Team is now located on the ground floor of No76**



## This week's accidents

<b>Total Accidents</b>	<b>70 to date</b>	<b>5 in week</b>
	<b>LAST YEAR</b>	
	<b>72 to date</b>	<b>9 in week</b>

<b>Lost time Accidents</b>	<b>10 to date</b>	<b>0 in week</b>
	<b>LAST YEAR</b>	
	<b>10 to date</b>	<b>2 in week</b>

Other Accidents					
Location	Part of Body	Nature of Injury	Direct Cause of Injury	Type of Person	Brief Description of Accident
<b>N016 Chem Lab</b>	Leg / Ankle	Cuts & Bruises	Struck by Falling / Flying Object	Contractor	Cleaner removing waste bag from a recyclable bin received a cut to her leg due to broken glass being placed into the wrong waste bin
<b>14 Dock RAH Crane</b>	Head / Neck	Strain / Sprain	Step / Strike Against Object	Agency Non Industrial	IP was ascending ladder when at the top he struck top of his hard hat/head on protruding fixture for cable tray support causing jarring to his neck.
<b>Alamshar</b>	Eyes	Eyes - Foreign Body	Blown / Falling Dust	Agency Industrial	IP was working overhead insulating deck head in AMR, wearing safety glasses, when he felt dust enter his eye.
<b>HMS Talent</b>	Eyes	Eyes - Foreign Body	Welding / Grinding	Babcock Industrial	IP was grinding weld when a piece came off, hit the grinder and went into his eye. IP was wearing grinding visor.
<b>N152 10 Dock Workshop</b>	Head / Neck	Cuts & Bruises	Step / Strike Against Object	Babcock Industrial	As IP was tightening a nut with a spanner the vice snapped off the work surface causing IP to fall back and hit his head on the ground.



## And finally ...

*Sponsored by: James Smale - Production Manager*

I witnessed a scaffold company erecting a large build to gain roof access to a shop.

There appeared to be a disregard for basic safety, with one guy balanced on a couple loose boards approx. 20+ foot up. He was wearing no PPE and most worrying was not harnessed to anything!

The area beneath the build had not be segregated from the public and I witnessed various members of the public continue to walk along the pavement directly under the partially built staging.

The two other men were then seen throwing tube clips up to their colleague, as well as passing up long tubes. One of these could easily have fallen back down to the ground hitting someone on the head or caused the guy to overreach and fall off the top.

There were no hard hats, boots or basic PPE.

I attempted to intervene, but unfortunately they did not agree with the risks that were pointed out to them.



## SCIT comment

- It is great to see people feel confident to intervene to keep people safe.
- Sometimes intervention can be difficult and you don't always get the right response. The important thing is to intervene...you may just save someone from getting injured!!

