

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 38

Monday 12 September 2016

Devonport Operational Safety Team

Agenda for this week

- Exercise ‘Short Sermon’
- Ladder Working Group - update
- Jeans for Genes Day
- HSE Prosecution - lifting operations
- Before you send a text....
- TOFS questionnaire feedback - stress
- Accidents
- Health and Safety training - update
- Summer competitions
- Ergonomic competition - Winners!
-and finally (including Safety Alert)

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)

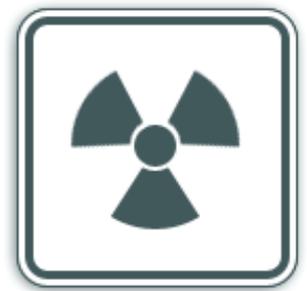


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**HOME SAFE
EVERYDAY**





‘Short Sermon’ Demonstration Exercise

Sponsored by: Steve French, Director, DNESQ

Demonstration Exercise 14 September 2016

Babcock and MoD will be conducting a joint demonstration exercise (Short Sermon 16) during dayshift on Wednesday 14 September to demonstrate the emergency response to a nuclear/radiological accident occurring on the Devonport site.

The exercise will commence at approximately 07:45 and is expected to conclude by 18:00.

The exercise will involve a full site evacuation north of the bridge between Morice Yard and South Yard. All non-essential persons north of this point are to evacuate to their respective shelter stations (in line with play) when the siren sounds.

Areas around the Tidal X Berths will be affected for the entirety of the exercise; areas away from this will be affected only for the morning - this will include access to the Devonport site for a period of the exercise during the morning.

Due to this disruption, staff should consider rescheduling any contractor visits or deliveries on this date.

Anyone conducting safety critical tasks must contact the Emergency Planning Group on 4385 or 3650 as soon as possible to gain an exemption.

The exercise will be assessed both internally and externally. The external assessment will be conducted by our regulators, the Office for Nuclear Regulation and the Defence Nuclear Safety Regulator.

The Emergency Planning Group is contacting essential persons regarding their participation and support during this exercise.

As part of the exercise, the Nuclear Accident Siren will sound on the morning of Wednesday 14 September 2016.





Ladder Working Group - update (Page 1 of 2)

Sponsored by: Steve Hatherley, Package Manager and Prospect H&S rep.

Following a number of accidents on the Devonport site involving the use of ladders, the Ladder Working Group was established to help reduce the number of accidents across the site and to improve the standards to which our ladders are engineered against the relevant British Standards.

There are thousands of ladders on the site, in ships and submarines, in our facilities and for access to our plant and equipment.

Every day we climb and descend the equivalent of 100,000 feet using temporary and fixed ladders – that's three times the height of Mount Everest.

All of this is classed as 'work at height', one of our Fatal Five risks, as there is always the possibility of a fall.

The Ladder Working Group comprises dedicated membership from all Business Units at Devonport including Safety Support Managers, Trade Union Safety Reps and Design Authority representation.

The Group's mission statement is: 'To review, develop and implement safe access/egress arrangements on all vessels and structures across the Devonport site, ensuring compliance with current regulations and to ensure the risks are reduced to as low as reasonably practicable (ALARP).'

The Working Group has developed specific criteria to assess existing ladders for compliance against the British Standard, to help inform the ALARP position and to identify design modifications.

Even when a ladder is structurally sound and compliant to a required standard, human error or choosing to use a ladder incorrectly increases the likelihood of an accident and the potential for an injury to occur.

Some causes of injury include:

- Falling from a ladder.
- Being struck by a dropped/falling object.
- Being stood on whilst ascending/descending a ladder.

The following safety standards are to be complied with to reduce the likelihood of injury when using a ladder:

1. Persons must be medically fit to use ladders.
2. Check ladders are in good condition and in date if applicable. Prevent further use and report ladder rungs to your supervisor if found to be contaminated, slippery or damaged. (Use your POWSA to record this).
3. Feet should be firmly placed on the ladder rung.
4. Persons must always face the ladder and maintain three points of contact.
5. Only one person is to be on the ladder at any one time.
6. Never carry items by hand. Hands are to be kept free by using a shoulder bag for hand able items or an approved manual handling lifting system for larger unwieldy items.
7. Footwear must be suitable, in good condition and be free of contaminants such as oil and grease.
8. Never run temporary services behind a ladder where they could cause obstruction to footing or handholds.
9. Portable ladders must always be secured or footed.
10. Take care, be vigilant and don't be complacent when ascending and descending ladders.



Ladder Working Group - update (Page 2 of 2)

A team comprising, Steve Hatherley (5788), Grant Phillips and Henry Bower (5287) are helping to plan and undertake ladder surveys and implement the proposed recommendations.

If you have any concerns or suggestions relating to ladders please contact us.

Discussion points



Three points of contact?

Do you need to have two feet and one hand on a stepladder at all times when carrying out a task?

According to the HSE, **no, this isn't true.** When you need to have both hands free for a brief period to do a job using a stepladder (eg. putting a box on a shelf, hanging wallpaper, installing a smoke detector on a ceiling) you need to maintain three points of contact at the working position. This is not just two feet and one hand, it can be two feet and your body (use your knees or chest to help with stability) supported by the stepladder. Ensure a handhold is available to steady yourself before and after.

Jeans for Genes Day - September 23rd 2016

Sponsored by: Jane Whittaker, Occupational Health Nurse

There are between 4,000 and 6,000 diagnosed genetic disorders.

It is estimated that 1 in 25 children are affected by a genetic disorder and therefore 30,000 babies and children are newly diagnosed in the UK each year.

Some genetic disorders are apparent at birth while others are diagnosed at different stages throughout childhood, and sometimes into adulthood.

Jeans for Genes Day raises money for Genetic Disorders UK, the charity that aims to transform the lives of children with genetic disorders. Funds raised will go to the vital care and support they urgently need.

Jeans for Genes Day 2016 takes place on Friday 23 September.

Every penny you give helps transform the lives of children affected by genetic disorders.



Please pull your jeans on and join in the fun!

The money raised provides vital care and support for thousands of children living with genetic disorders.

Please bring a £2 donation for our collection box in the Occupational Health Centre. We will also be selling buns on Wednesday 21 & Fri 23 September!

Alternatively, apply for your own fundraising pack & find out more at: www.jeansforgenes.org

HSE Prosecution - lifting operations

Sponsored by: Devonport Operational Safety Team

The following press release was issued by the HSE - 30 August 2016

Engineering company in court over fork lift incident The importance of Risk Assessments and Training

An engineering company in Knowsley has been fined after an employee was badly injured when he was struck by a metal structure during a lifting process.

The 46 year old worker from Skelmersdale sustained serious flesh wounds and a fractured arm in the incident on the 30 June 2014.

Knowsley Engineering Services Ltd was prosecuted today by the Health and Safety Executive (HSE) after an investigation found the company had failed to ensure that the lifting operation was suitably planned, supervised or carried out safely.

Liverpool Crown Court heard that the worker and a colleague were attempting to manoeuvre the structure out of the premises using a fork lift truck. Whilst trying to raise the structure from its supporting trestles it twisted, and swung towards the worker, entering the cab of the fork lift truck and striking him.

The company had not carried out a risk assessment and no formal training had been provided for the employees.

Knowsley Engineering Services Ltd of Peel Road Industrial Estate, Skelmersdale pleaded guilty to a breach of Section 2(1) of the Health and Safety at Work etc. Act 1974. The company was fined £30,000 and ordered to pay costs of £7,670.

Speaking after the hearing HSE Inspector Imran Siddiqui said: “Had the company taken basic steps such as providing suitable training so those



undertaking the lift were in a more informed position to assess and then adequately manage the risks, this incident would have been avoided.”

Learning points

Risk Assessment and

Training: A reminder to us all, once again, of the importance of having a valid risk assessment and trained personnel in place to carry out work.

Equipment: Preventing accidents means taking the right precautions and selecting the right tools/equipment for the job. In this case, it seems likely that a forklift was entirely the wrong solution for the task at hand and a different piece of lifting equipment should have been used.



Before you send a text.....

Sponsored by: Safety Culture Improvement Team (SCIT)

Devon and Cornwall Police Sergeant, Harry Tangye has attended dozens of serious traffic collisions over the years, but one in particular sticks in his mind. It happened 10 years ago, around Christmas time, in the early hours of the morning on a road in South Hams.

"On arrival I could see what had happened, I pulled the pieces together," he says. "You can see whether someone was distracted in the car or by something outside, whether they have gone round a bend too quickly. "This car went sideways into a wall, which is one of the worst things that can happen."

Residents who heard the crash came rushing towards the scene and started giving the driver CPR. Then Sgt Tangye spotted something on the ground.

"A mobile phone was open on the tarmac, The tragic thing was the driver had just come from his relatively new girlfriend's house. The message was saying how much her parents had enjoyed meeting him."

The 21-year-old driver died in hospital later that morning, and Sgt Tangye says the incident helped shape his attitude towards the impact of using mobile phones behind the wheel.

"It was something to think about, Not just simply picking up the phone in the car and reading the text, **but how much responsibility have you got for sending the message, knowing someone is driving?** You can imagine the aftermath and all the potential guilt."

Traffic police officer Gary Curran, acted as family liaison officer, tasked with informing the driver's parents of his death. In a powerful video for the 'Learn2Live' campaign, he describes the moment he passed on the news. "They are suffering today and they will continue to suffer," he says. "All of that is because of a loving, excitable text message."

Figures released to The Herald show collisions in Devon and Cornwall involving

use of a mobile phone rose from 26 in 2012 to 49 last year – an 88% increase.

Sgt Tangye says he believes many drivers do not yet fully appreciate the danger. "I see it all the time, we all do," he says. "People think 'It won't happen to me, I'll be ok, traffic is slow, I'll just send this text. Then a text comes in, and they think 'What if this is that important text I've got to see?'

He also worries that young people see texting, apps and social media as "such a part of their life" that they cannot focus on the road.

A national survey by the charity Brake found almost **half of drivers aged 25 to 34 use apps while driving**, and more than half read or write text messages behind the wheel. Alice Bailey, for Brake, said: "Younger drivers, especially those aged between 25 and 34, simply aren't getting the message about the dangers of using a mobile phone while driving. Doing any other complex task while driving hugely increases your chance of crashing.

Discussion points



Do you consider whether someone maybe driving when texting a message or phoning their mobile?

Have you attended a 'Learn2Live' presentation? If so, tell your team how it affected you.

Are you surprised at the number of people the survey found to use apps whilst driving?

For more information visit the [Learn 2 live website](#) website. Learn 2 Live has a 'PANIC ICE' App which gives advice on what to do if involved in an accident and provides a grid reference to help with location details for the emergency services.





TOFS questionnaire feedback - stress

Sponsored by: Stress and Wellbeing Working Group

In TOFS on the 27 June the Stress Working Group asked for your feedback on whether you would be interested in attending an onsite event where a range of support groups and charities would come to give advice and guidance. Following a lot of positive feedback we will be running an event in Sails on the 10 November.

The following charities have accepted our invitation to attend with stalls, charity representatives and information:

- Age UK
- Harbour (Drug and Alcohol support)
- PLUSS (Employment, Development and Training for people with learning disabilities)
- DIAC (Disability Information and Advice Centre, incl. hearing and sight)
- PDAS (Plymouth Domestic Abuse Service)
- Dementia Plymouth
- Live Well (integrated health and social care services)
- Alzheimers
- Babcock Occupational Health (Jane Whitaker and Amanda Clarke)
- Babcock Human Resources policy awareness

We are also engaging with PRC (personal and relationship counselling), Step Change (debt charity), Routeways (disadvantaged children and young people), Jeremiah's Journey (bereaved children and families) and Mustard Tree (cancer support) to ask if they could support the day.

In recent months the scope of the stress awareness group has expanded to include issues around mental health and supporting others with a wide range



of issues both at home and work. For this reason the stress awareness group will be expanding its agenda to include wellbeing as we feel this covers more of what our employees are asking for. The stress working group will now be called the **Stress and Wellbeing Working Group** in line with this change.

This is the first time that an event of this type has been run by Babcock at Devonport and we hope it will be helpful for you to come along and gain access to all of these charities.

To ensure discretion and confidentiality, bookable rooms will be available for anyone requiring specific, personal advice.

Watch this space...

The stress and wellbeing working group will be ensuring that lots of further information is available nearer to the event in November. Information about how to attend and the final line up of charities will be communicated in TOFS, on posters and in the site bulletin.

Thank you to all those who returned a feedback form, your interest has made this event a reality.



This week's accidents

Total accidents	116 to date	9 in week
	LAST YEAR	
	131 to date	5 in week

Lost time accidents	19 to date	2 in week
	LAST YEAR	
	22 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
HMS Vanguard	Hands / Fingers	Cuts & Bruises	Struck by Falling / Flying Object	Apprentice	IP was holding a spanner whilst a colleague operated an impact gun to undo a bolt, and spanner spun crushing finger between pipe and spanner.
HMS Argyll / 2 Basin	Hands / Fingers	Fracture	Fall on the Level	Babcock Non Industrial	IP was traversing a brow between barge and HMS Argyll (brow was at angle of 45 deg) when he tripped and fell onto his hand fracturing a finger.
Other Accidents					
15 Dock / HMS Talent	Leg / Ankle	Cuts & Bruises	Step / Strike Against Object	Contractor	IP climbed onto barrier to close scaffold roof, clipped harness to scaffold and caught inside of leg on a scaffold fitting sustaining small gash.
HMS Albion	Head / Neck	Cuts & Bruises	Struck by Falling / Flying Object	Babcock Industrial	IP and colleague had removed a pipe from AER bilge which was placed by another colleague onto hand/safety rail above them. The pipe was accidentally dislodged by an electrical fitter causing pipe to fall striking IP on the side of his head. Weight of pipe approx. 12kg.
HMS Vanguard	Trunk / Back	Strain / Sprain	Lifting Strain	Agency Industrial	IP was moving equipment on board when damp rope slipped through his gloved hand and 'pulled' his back.
Hill 60	Hands / Fingers	Cuts & Bruises	Struck by Falling / Flying Object	Babcock Industrial	IP was moving an old cooker that had been fly tipped over the weekend, and as it was being manoeuvred onto a pallet it slipped and metal edge caught on his finger cutting through glove.
HMS Vanguard	Head / Neck	Cuts & Bruises	Step / Strike Against Object	Babcock Industrial	IP was removing sink unit pipework when he caught his forehead on rusting metal of the unit sustaining laceration.
HMS Vanguard	Hands / Fingers	Cuts & Bruises	Hand Tools	Apprentice	IP was scraping a sticker off a "blank" with a ladders knife, dropped the knife and caught it sustaining laceration to finger.
6 Dock	Hands / Fingers	Cuts & Bruises	Step / Strike Against Object	Contractor	IP was descending scaffolding and caught finger between scaffold board and metal plate sustaining laceration to finger tip.

Health & Safety Training - update

Sponsored by: Devonport Operational Safety Team

Health and Safety training is fundamental to safe operations on site.

It is vital that we keep our training in date. There is a calling system in place for training.

Over the next two weeks the following courses will take place:

Confined Space Awareness

Mandatory for all who work within confined spaces/entry tanks.

Fire Safety Training

Mandatory for all Industrial employees.

Noise, Vibration & COSHH Awareness

Mandatory for all industrial employees and their responsible Line Managers.

Manual Handling

Mandatory for all industrial employees.

Hot Work Training

Mandatory for all hot workers and their sentries.

Health & Safety Management of Subcontractors

For those who manage subcontractors, including Technical/Contract Reps.

Radhaz

Mandatory for all those who have the potential to work within Radio Frequency controlled areas.

Safety Harness

For all users of safety harnesses.

IOSH Managing Safely

Health and safety awareness for line managers, leading hands and others of similar position. Recommended for Building Controllers

FLM Manual Handling

Focussing on the responsibilities of a manger setting staff to work

Versaflo Training

For those working in dusty environments where loose fitting masks are acceptable

Learning points



If you are booked on a course it is important that you attend. Thank you to those who always respond to a calling notice as failure to attend denies others the opportunity to attend safety training.

To enquire about courses and their availability contact one of the following:

~[Marine.Devonport.Health & Safety Training
Health&Safety.TrainingDevonport@babcockinternational.com](mailto:Marine.Devonport.Health&Safety.TrainingDevonport@babcockinternational.com)

Kat Barber ext 4305

Dave Yates ext 3299

Time Out For Safety

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



2016 Colouring & HNH Competitions!

Sponsored by: Safety Culture Improvement Team (SCIT)

Entries to this year's **Children's Colouring Competition** are now arriving daily. Although, to date, we've not received **any** entries for the children's photographic competition. Don't forget, this is open all age groups and a photograph can be submitted as well as a colouring. Entries for the highest age group are also quite low at present, so if you have children in this age group please encourage them to submit an entry.

With 4 prizes ranging from £50 - £150 in high street vouchers per age group, plus an additional £50 for the winner of the children's photo comp, it's an opportunity not to be missed!

And please remember, the 2016 **Hazards Have No Holidays (HHNH)** photographic competition continues and is open to all Babcock employees. Again, high street vouchers are on offer to the winners: £150 for 1st, £100 for 2nd and £50 for 3rd.

When you're out and about on your summer break and see something or someone at work that looks a little hazardous, send your photo to 'HHNH, SCIT, N081, PC804' or by internal email only to: ~Marine.Devonport.Safety Culture Team

Closing date for both competitions is Friday 23 September 2016.



Ergonomics experiment (winners)

Sponsored by: David Cross, Assistant Safety Engineer (Human Factors)

Speaking of competitions, you may remember in TOFS from July this year, David's request for participants to take part in his ergonomics experiment as part of his Master's degree in Applied Ergonomics.

On offer were two prizes of £60 and David would like to thank all those who took part in the experiment.

The winners are:

£60 meal voucher – Tracy Romanel

£60 high street voucher – Kevin Orme



.....and finally (page 1 of 2)

Sponsored by: Devonport Operational Safety Team



SCIT comment



We were sent a safety alert (which appears overleaf) from Babcock International Group which shows one of their lorry drivers experiencing an 'extreme' near miss.

The lorry driver gets out of his cab on the hard shoulder of a motorway to inspect a tyre.

In the final photo on this page you'll notice that a passing lorry has crossed the white line separating the motorway and the hard shoulder.

What happens next?

Read the details on the alert!



.....and finally (Part 2 of 2)



SCIT Comment



At the last possible moment the driver senses the approaching lorry is likely to strike him and leans into the wheel arch of his lorry.

This instinctive action saves him from being struck by passing lorry and possibly saved his life! Amazingly the driver walked away with no lasting injuries.

A video of the incident can be viewed by selecting the link provided on the safety alert on the next page

Learning points



In the event of breakdown or puncture/blow-out whilst driving on the motorway and you can't get off the motorway safely, then you should use the hard shoulder or Emergency Refuge Area (ERA).

- Put your hazards warning lights on and if its dark or poor visibility keep your side lights on too;
- Stop as far to the left as you can with the wheels turned to the left;
- Always get out of the vehicle on the non-live traffic side;
- Do not attempt to repair or investigate the issue yourself;
- Position yourself and any passengers in a safe area, behind the barrier;
- Telephone your breakdown company, if you don't have a mobile, walk to an emergency phone area



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ALERT CODE AMBER

Hard Shoulder Near Miss

We have received notification of an **external safety event**, when a high potential near miss occurred when a driver of a HGV incurred a blow-out whilst travelling on the motorway. Since 2000, 836 people have been killed or injured on hard shoulders and lay-bys. We have produced this alert to raise your awareness to the hazards associated with use of hard shoulders and lay-bys.

Why it happened

The driver put on their hazards warning lights and pulled onto the hard shoulder. They then exited the vehicle from their cab to inspect the damage.

Whilst inspecting the damage, another HGV driving on the inside lane crossed the hard shoulder and narrowly missed the driver.

Click the image to access the video clip. NB – The video clip mentions contacting your Line Manager – Babcock advise that you must get to a position of safety as a priority and before calling for assistance.



Action to be taken

In the event of breakdown or puncture/blow-out whilst driving on the motorway and you can't get off the motorway safely, then you should use the hard shoulder or Emergency Refuge Area (ERA).

- Put your hazards warning lights on and if its dark or poor visibility keep your side lights on too;
- Stop as far to the left as you can with the wheels turned to the left;
- Always get out of the vehicle on the non-live traffic side;
- Do not attempt to repair or investigate the issue yourself;
- Position yourself and any passengers in a safe area, behind the barrier;
- Telephone your breakdown company, if you don't have a mobile, walk to an emergency phone area

If you encounter an emergency on a smart motorway where you can't position your vehicle safely off the motorway or in an ERA you should stay in your vehicle, with hazard warning light and your seat belt on and dial '999' and state that you have broken down on a smart motorway. They will be able to use the smart motorway technology to set the overhead signs to close the lane to keep traffic away from you and will send on someone to assist your recovery.

Find out more

- Visit the [AA](#) and [Government](#) websites

Behaviours and Expectations

We Ask Each Other:

...take time to stop and think what if? Have things changed?

**HOME SAFE
EVERYDAY**

This alert has been
communicated via the ORR group

