

# 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 39**

**Monday 19 September 2016**

## Devonport Operational Safety Team

### Agenda for this week

- HMS Glasgow fire
- Return to Work and Fit Notes
- HSE Prosecution
- Night storage radiators - Asbestos dangers
- Counterfeit IET regulation guidance
- ‘Martor’ knives - representative on site
- Skill sharing day
- Jeans for Genes Day
- Accidents
- Health and Safety training - update
- Summer competitions - FINAL WEEK!
- .....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)



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**HOME SAFE  
EVERYDAY**





## HMS Glasgow fire (Page 1 of 2)

*Sponsored by: Tom Taylor, Company Fire Officer*



**Forty years ago this week, on the 23rd September 1976, a catastrophic fire broke out on HMS Glasgow during her build at the Swan Hunter shipyard.**

### **Fire Service summary report:**

*"At 0759 hours on Thursday 23rd September 1976 Fire Service Control Room received a call to a fire on a ship under construction at Neptune Yard, River Tyne.*

*HMS Glasgow was a Type 42 Destroyer of 3675 tons displacement. When the fire occurred the vessel was tied up alongside the quay, facing upstream. Access and egress was restricted to one gangway on 1 deck. At the time there were approximately 900 workers onboard.*

*As fire service crews arrived they were met with large volumes of smoke issuing from a hatchway and 900 workers were being evacuated down the only gangway.*

*The fire service was informed that one person was believed missing. Breathing Apparatus (BA) Teams were committed and it was determined that there was a fierce fire below on 3 and 4 decks with heavy smoke logging on other decks.*

*Further information was that "at least 6 missing workers on 4 deck". BA Crews continued to search and fight the fire working in heavily smoke logged areas with intense heat and humidity from the water turning to steam.*

*The dockside was crowded with workers, silently watching and waiting for news of their workmates. In total 8 fatalities were located; 2 on 3 deck and 6 on 4 deck.*

### **What happened?**

It was a Thursday morning and 900 men had just clocked on when a huge blast reverberated around Swan Hunter's Neptune Yard.

As a fireball grew from the nearly completed destroyer HMS Glasgow, scorching and twisting the steel structure, 23-year-old fitter Peter Taylor could only gaze at the flame-filled vessel, overwhelmed by helplessness and the desire to run to the rescue of his workmates trapped inside its blazing core.

Peter was working on the 3,500-tonne Type-42 guided-missile destroyer when it was almost torn apart by the eruption. He had to watch from the dockside as the tragedy, which claimed eight lives, unfolded.

Minutes earlier, shipyard workers had settled into what everyone thought would be a routine day. As men went to their work stations, some clambered down the wooden ladders of the destroyer to decks three and four. Some took their toolboxes into what was going to be the machinery control room of the warship.

### **Missed opportunities**

Following the daily ritual, the smokers prepared to light up. These were the days before smoking bans, but ironically their cigarettes were a missed chance to stop a terrible tragedy.

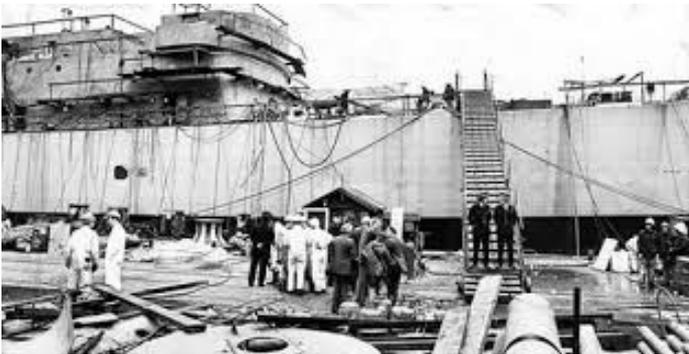
"I lit the cigarette, but it burned through to the filter tip before I could draw on it," recalled electrician George Bainbridge at the later inquest. "I lit another and the same thing happened."

Although something was obviously terribly wrong, "I just assumed it was a faulty cigarette."

In fact, it was a classic sign of danger. Swan Hunter's safety booklet explained that the immediate burning of a cigarette indicated excessive oxygen. But the workmates hadn't seen the booklet. George was standing by a door puzzling over the dud "tabs" when a welder prepared for work.



## HMS Glasgow fire (Page 2 of 2)



As he held a lighter to the tip of his welding torch, George briefly looked away, as he always did, to avoid being temporarily blinded by the white brilliance of the flare. When he turned back, he could see something was not right. “There was just a little puff, and then the [rope end] ties used to tie up the cables caught alight. I just saw flames travelling along the wall. I saw black smoke and yelled fire.” Small fires were not uncommon as welders worked. “Normally, you could douse any flames with your hand, but in this case it was too far gone.” Soon, rubber-covered cables strewn across the deck were giving off thick black smoke and most of deck two was

quickly engulfed. At its height the fire was intense enough to melt aluminium, at more than 660C.

George scrambled out of the door and into the adjoining lobby, where he was joined by other workers also trying to escape. The only exit to the upper deck was by ladders leading through a series of small hatches. From there, one companionway led to the quay.

### Inquest

An inquest several months later heard almost twice as much oxygen as normal had collected in lower levels of the Glasgow because safety rules had been breached. Two months after the fire, Swan Hunter was convicted at York Crown Court of three health and safety offences and fined £3,000.

HMS Glasgow was commissioned 3 years later and took part in the Falklands conflict where it was damaged by an Argentine bomb. After more than 25 years’ service the vessel was decommissioned in 2005 and broken up in 2009.

## Discussion points



### 40 years ago working practices were different to what they are today.

What is different today? For example:

- Smoking not permitted on vessels
- Green routes and signed egress/ access.
- Fire detection system and means to raise alarm.
- Fire safety training for all employees.
- Emergency lighting systems.

“Small fires were not uncommon” Was this accepted as the ‘norm’? Would it be today?

900 workers and only one gangway and the only exit (from below deck) was by one ladder via small hatches. Would this be acceptable now?

## Learning points



There is always a risk of fire, no matter where you are employed and we all have the responsibility for fire prevention. Make sure you know and follow the precautions in place to prevent fire, particularly if carrying out hot work.

### If a fire does occur, would you know:

- How to deal with the fire in the early stages?
- Where the nearest fire fighting equipment is?
- How to raise the alarm?
- What to do when hearing the alarm?

The number to call to contact the Fire Service (01752 552222 or 2222 from a works phone), the vessel’s location or building number?

## Return to Work and Fit Notes

*Sponsored by: Kevin Dwyer, HR Director*

### **Reminder – Changes to the ‘Return to Work’ and ‘Fit Note’ submission process effective from 1 October 2016.**

As explained in the last Team Brief, an Occupational Health Centre (OHC) Working Party has been formed, comprising representatives from HR and the OHC, to identify where improvements can be implemented across the two functions to positively impact employees and the business.

The collaborative approach adopted by the working party has already led to improved processes between the two teams including review of the current return to work process to determine how, with small changes, clear benefits for all employees can be realised.

Following the review and Working Party engagement with the Trade Unions, two changes will be implemented.

### **This is a reminder to all employees that with effect from 1 October 2016:**

- All Fit Notes must be submitted to the Time & Attendance Team, HR Shared Services, PC 310, **not to the OHC.**
- Employees will only have to attend the OHC on their return to work for a medical review if they:
  - ⇒ **Have been absent from work for 30 days or more**
  - ⇒ **Are taking medication which could affect their day to day performance**
  - ⇒ **Are awaiting treatment or investigation**
  - ⇒ **Need an adjustment to their work or working pattern.**



The change to the Fit Note submission process means that both managers and HR will have early visibility of the reason for absence in order to effectively support the return to work process and provide support whilst the employee is absent from work.

The amendment to the Return to Work process will save any unnecessary time spent at the OHC when an employee is fully fit to return to work.

Please note: line managers will still be required to complete the return to work interviews as normal, when an employee returns to work for an absence of less than 30 days.

## HSE Prosecution

*Sponsored by: Devonport Operational Safety Team*

### HSE bulletin 12 September 2016

#### **Valero Energy UK Limited has been fined £400, 000 following a serious accident at its Pembroke Refinery.**

An access tower walkway that provided gangway access to a stationary tanker vessel on 5 March 2012 had dropped 3.5 metres, causing operator David Thomas to be trapped by a slack wire rope.

He suffered fractures and lacerations to both legs and a dislocated knee.

An investigation by the Health and Safety Executive (HSE) found multiple failings leading up to the incident which led it to launch the prosecution. The court heard numerous failings included:

- failed to carry out a **sufficient risk assessment** of the use and operation of the access tower, with the result that the dangers of jamming, slack cable, and personnel accessing the walkway without engaging the scotching pin were neither identified or addressed and the hierarchy of risk control was not applied.
- failed to provide adequate **information, instruction and training** to employees as to the safe use and operation of the access tower.
- failed to carry out **adequate investigations** into the previous and related incidents of September 2011, February 2011 and, in particular, August 2010.
- **failed to review** the check-list risk assessment in light of those incidents.

- **failed to act on the recommendations** of their inspection contractor, particularly in respect of the jamming problem and the absence of any access gate interlock and ignored comments on one report of their that there was a “potential fatal accident waiting to happen”.
- failed to install **any means of detection or prevention** of slack cable in the mechanism.
- failed to detect that the access tower was neither CE marked, nor subject to a **Declaration of Conformity**, as required.

Valero Energy UK Limited (previously known as Chevron), of Pembroke Refinery, Pembrokeshire, pleaded guilty to a single charge of breaching Section 2(1) of the Health and Safety at Work etc Act 1974 at a previous hearing. It was fined £400,000 and ordered to pay costs of £60,614.

Speaking after the hearing, HSE inspector Andrew Knowles said: “It was particularly disappointing to find that **although the company knew there had been problems with the operation of the access tower the company had failed to investigate these properly and had relied on changes to instructions, rather than taking action** to modify the defective hardware, as required by the hierarchy of risk control.

“This was even more surprising in view of the fact that the company operates a major hazard refinery site where you would expect such problems to be taken more seriously and effectively investigated, with suitable corrective actions implemented.”

## Night storage radiators - Asbestos dangers

*Sponsored by: Peter Stokes , Senior Analyst*

Peter contacted the Safety Culture Team to tell of an asbestos issue he encountered while undertaking house restoration, here's what he said:



“I thought I'd share something I've learnt recently when renovating a house.

“I have been renovating a 1960's Stanbury house, which was heated by night storage heaters. When I replaced the heating system, I had my builder help me lift the extremely heavy units into the car to take to the tip.

“When I got there I asked for assistance moving the heaters. Just as a workman was about to help me lift it his supervisor came running over with a list in his hand.

“I was then informed that until 1973 asbestos was used in night storage heaters and that there was a list of manufacturers and model numbers you could look up to check against.

“Unfortunately my storage heaters had asbestos so I was asked to wrap them tightly in thick plastic and make sure that no fibres could escape before they could be disposed of.”

### Learning points

Peter looked for information 'online' and found the following advice:

Storage heaters are safe if they have not been damaged or dismantled. Asbestos sheets were used inside old storage heater models for fire prevention. Damage to asbestos sheets inside the storage heater could cause asbestos dust and fibres to be released. Asbestos related diseases such as asbestosis and mesothelioma have been known to be caused by fibres inhaled into the lungs.

Do not dismantle a storage heater to see if you can locate and identify asbestos sheeting! Do not dump it! You will put other people at risk. If you have a storage heater on your premises that you no longer need or want to replace, you should have it removed by a licensed contractor or health and safety expert.

Contact your local council for further advice.

Peter also provided a link for further information:

<http://www.storageheaters.com/storage-heaters-asbestos.htm>

### Discussion points

**These older Night Storage Heaters aren't the only source of dangerous products like Asbestos.**

What are the many hidden dangers which can be encountered when carrying out repairs to buildings?

Where else might you encounter Asbestos in the home besides:

- Roofing materials?
- 'Artex' ceiling coatings?
- Electrical equipment?
- Boiler flue pipes?



## Counterfeit IET regulation guidance

*Sponsored by: Gerry Flower, Functional Estimator*

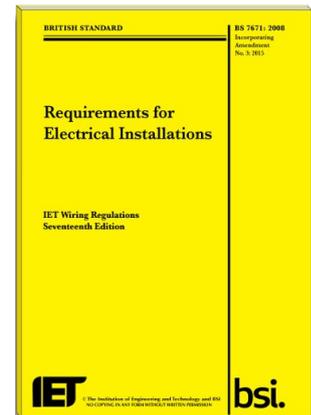
**Gerry contacted the Safety Culture Team to let us know that the IET (Institution of Engineering and Technology) had warned electricians that counterfeit copies of its 17th edition electrical wiring regulations were in existence.**

They have urged all electrical professionals to ensure that they are using genuine copies of its current IET Wiring Regulations. It warns that following misinformation in these fake copies could be devastating for electrical professionals and the general public at large – with missing or corrupted information potentially leading to unsafe work being carried out which could result in fire, electric shock or even death in the most extreme cases.

To help combat the counterfeit activity, the IET has placed a hologram on the inside front covers of the following titles: BS 7671:2008+A3:2015; On-Site Guide to BS 7671:2008+A3:2015 and Guidance Note 3 (7th Edition).

For more information on the hologram, and what to do if you suspect you have a fake book, use this link: [www.theiet.org/fake-regs-pr](http://www.theiet.org/fake-regs-pr).

The new measures taken will make it more difficult to counterfeit IET publications and make it easier for individuals to identify genuine copies of the IETs books. The hologram contains the IET logo in two sizes and the word “GENUINE”. There are also extra identifiers, some of which can be seen with a magnifying glass.



Geoff Cronshaw, Chief Electrical Engineer at the IET has advised anyone looking to buy a copy of any IET publication to buy it directly from the IET if they are in any doubt about the supplier they are making a purchase from, or to consult the IET’s list of validated suppliers in the UK.

## ‘Martor’ knives - representative on site

*Sponsored by: John Pope, Senior Technical Engineer*

The Martor 625 ‘self-retracting safety knife’ was introduced earlier this year.

Some feedback has identified certain issues with the use of this knife. The Procurement Department has been made aware of this and has asked the Martor representative to attend sessions where any of these issues can be discussed and solutions or alternatives found.

The sessions are planned for **Thursday 29 September** at the following venues:

### **N136 Conference Room 9 - 11:30am**

(N136 is adjacent to the east side of the Vanguard Store and is where ‘BA face fitting is carried out). Contact John Pope (4257 or email) to arrange attendance.

### **Joiners Workshop S122 Boathouse 12:30 - 1:30pm**

(The Joiners Workshop can be accessed from the north east side of the Boathouse). Contact Matt Hitchcock (4794 or email) to arrange attendance.



**HOME SAFE  
EVERY DAY**

## Skills Sharing Day - Wednesday 28 September

*Sponsored by: Flick Knell, Dynamic Survey Team Leader*

This event is your chance to learn a new skill from a Babcock colleague, and an opportunity to have a look at various operations and facilities across the Devonport Site.

Application forms can be printed by clicking [here](#).

Please send your completed and scanned copy of your application form to Danielle Cooper by Tuesday 20 September to: [danielle.cooper@babcockinternational.com](mailto:danielle.cooper@babcockinternational.com)

**Each event will be limited in spaces. A reserve list will operate once all spaces are filled.**

DialogueWeek2016  
JOIN THE CONVERSATION

This event has been approved by Site Directors. Participants may be excused from their usual work duties to attend Skill Sharing Sessions but must seek Line Manager Approval before attending.

## Jeans for Genes Day - Friday 23 September

*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 & Friday 23 September!

Alternatively, apply for your own fundraising pack and find out more at: [www.jeansforgenes.org](http://www.jeansforgenes.org)



## This week's accidents

<b>Total accidents</b>	<b>120 to date</b>	<b>4 in week</b>
	<b>LAST YEAR</b>	
	<b>138 to date</b>	<b>7 in week</b>

<b>Lost time accidents</b>	<b>19 to date</b>	<b>0 in week</b>
	<b>LAST YEAR</b>	
	<b>22 to date</b>	<b>0 in week</b>

Other Accidents					
Location	Part of Body	Nature of Injury	Direct Cause of Injury	Type of Person	Brief Description of Accident
4 Basin S	Head / Neck	Other	Power Driven Machinery	Babcock Industrial	IP was walking past an air compressor which was discharging air and it let out a really loud hissing noise, IP later noticed his ears were ringing.
5 Wharf	Leg / Ankle	Cuts & Bruises	Fall on the Level	Babcock Industrial	IP was letting go of a rope when his foot caught in cable track causing him to fall onto his knee.
Main Factory	Hands / Fingers	Burn / Scald	Handling	Babcock Industrial	Kempi Welder fell off trolley onto IP's foot causing wire spool to fall out and wire earth to ground and got "hot". IP sustained minor burns to fingers as he attempted to refit wire.
HMS Albion	Hands / Fingers	Cuts & Bruises	Hand Tools	Babcock Industrial	IP was cutting off a lock ring on conduit when blade slipped causing laceration to finger.

## 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.

### **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

### **FLM Management of Subcontractors**

To allow FLMs to understand the process of selection of sub-contractors for packages of work, and the standards the contractor should be expected to achieve

### **Asbestos Awareness**

To make workers aware of where they are likely to encounter asbestos containing materials in Submarines and Surface Ships

## 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](mailto:Marine.Devonport.Health & Safety Training)

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

**Kat Barber ext 4305**

**Dave Yates ext 3299**



## 2016 Colouring & HHNH Competitions - Final week!

*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 still 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 now being received but 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!



**Closing date for both competitions is this Friday  
(23 September 2016)**

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





...and finally

*Sponsored by: Devonport Operational Safety Team*



## SCIT comment



We were sent many photographs by Nigel Owen for this year's HHNH competition and amongst his submissions was a selection of traffic related examples from Vietnam. This one didn't make the 'final cut' as we only allow one photo to be entered. (He also sent us some more extreme examples of 'unsafe acts' from his visit).

However it does demonstrate the completely different cultures and acceptance of poor safety standards that exist in less developed countries which would be considered the 'norm' there.