

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 40

Monday 26 September 2016

Devonport Operational Safety Team

Agenda for this week

- Learning from HiPo events
- Manual Handling Guidance
- HSE Prosecution
- 'Button batteries pose 'deadly' risk to toddlers
- Product safety alert
- Vaccinations for staff
- Health & Safety myths
- Avoidable accidents
- Accidents
- Health and Safety training - update
- ...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**



Learning from HiPo events - OEF 87077

Sponsored by: Ian Ross, Amphibious Maintenance Manager

HMS BULWARK was recently undertaking a period of un-programmed work at Devonport Naval Base. Two Babcock staff were attempting to enter a main machinery compartment to check the gas free status of a confined space within the compartment, when the hydrogen sulphide monitor for the space was noted to be already in alarm.

The staff entered the compartment in a careful and controlled manner. They discovered two other Babcock staff to be working in there already who were unaware of any active alarms because the alarm was positioned in the airlock for the compartment. The compartment was then evacuated.

The compartment was subsequently proven gas free 24-hours later and all safety restrictions lifted. Whilst there was an exposure; it was determined to be a minimal health risk and no injury to any personnel as a result of this incident occurred. The investigation highlighted the risk of working in, or near, compartments with a potential risk of exposure to hydrogen sulphide. The ship's monitoring systems have an audible alarm fitted to a remote control panel. A localised indication of alarm is not provided within the compartment itself, consequently personnel within the space would be unaware that the alarm system had triggered.

As an interim measure, Babcock Amphibious FTSG staff have been instructed to use Ship supplied personal atmospheric monitoring devices when working within compartments with a hydrogen sulphide risk.

The Confined Space Working Group is reviewing the Devonport arrangement for managing work in confined spaces, and will outline a standard for the use of personal atmospheric monitor analysers for staff working in areas identified as having the potential for exposure to dangerous gases.



Learning points



Contact **Justina Sebag-Montefiore**, Senior Occupational Hygienist, on 4313 or 3823 for more information or advice on issues involving the control of hazards harmful to health (COSHH issues)

Contact **Kevin Winsor**, Head of Chemistry, 4639 at the Laboratory or 4636 & 4640 to obtain 'Gas Free' certification or to ensure a compartment is safe to enter.

Discussion points



Does your team ever work in an area where Hydrogen Sulphide hazards sometimes exist? Are they aware of this hazard?

Have any of your team worked in an area where an alarm would sound to warn them of any hazard but were unable to actually hear it when it sounded? If so, was it reported?

Do any of your team use Personal Atmospheric Monitors, (PAMs)? Do they always ensure they're 'gas calibrated' prior to use and that they're the right PAM to use for the hazardous gas which may be encountered? (The risk assessment should identify which PAM to use).



Manual Handling Guidance

Sponsored by: Devonport Operational Safety Team

Following a recent review of accidents which have led the injured person taking more than 3 days off work, the following information tells us that we need to take heed of manual handling operations on site.

939 days were lost in 2015 – 2016 from events that injured staff for over 3 days. A total of 548 days were lost from personnel movements/transit and manual handling and 128 days lost from injuries sustained whilst carrying out manual handling tasks.

When involved in any manual handling task, remember the following:

T.I.L.E. = **T**ask. **I**ndividual's Capabilities. **L**oad. **E**nvironment

Task

- Assess the load that has to be moved and where it has to go.
- Does it involve stooping, twisting or lifting upward?
- Does it need to be carried a long distance? Are there opportunities to have rest stops?
- Does it involve repetitive handling? Can a mechanical device be used to move it?

Individual's Capabilities

- Can you physically move the load yourself or do you need assistance? Ask a colleague or use a device.
- Is the height and weight suitable to lift the item?
- Are you likely to injure yourself or someone else if you carry out the task?

Load

- Assess the weight and size. Does it have a heavy side, will you overbalance?
- Inspect the item for sharp edges, corners, nails and screws.
- Is it easy or awkward to grip? Do a lift test to determine this.
- If in doubt, ask for assistance.

Environment

- Check the route, are there any hazards? (uneven surfaces, oil/water, stairs, tripping or slipping hazards).
- Is the lighting sufficient? If you cannot see where you are going, ask for assistance.
- Will weather conditions increase the likelihood of injury?

Control Measures

Manual handling should be avoided, as much as possible, by looking at ways to redesign the work or by using a mechanical device.

Carry out a risk assessment, this should identify the manual handling risks and the hazards relating to the task. Don't just list the hazards you find in your risk assessment, take action to reduce them.

If you feel you need further or refresher Kinetic/manual handling training, please contact the Operational Safety Team. Ext 4305 or 3299



HSE Prosecution

Sponsored by: Devonport Operational Safety Team

HSE bulletin 16 September 2016

Two scaffolders from St Austell have received suspended prison sentences following a death of a worker who fell 7m to his death.



Roger Stoddern, 47, was dismantling scaffolding on 24 June 2013, when he fell from a flat roof of a property in St Mawes. He was taken to Derriford Hospital but died three weeks later due to the severity of his injuries.

Truro Crown Court heard how Mr Stoddern was stacking 3m roofing sheets on the flat roof of the property without any edge protection. The safety railing had been removed to allow access to the flat roof so the sheets could be stacked.

The court also heard how one of the defendants replaced the safety rail following the incident to cover up the cause of the incident.

The Health and Safety Executive's investigation, alongside Devon and Cornwall police found that Colin Marshall Scaffolding was not qualified to erect the scaffolding and there was evidence no personal protective equipment, such as harnesses, was used. The condition of the scaffolding also failed to meet current safety standards.

Colin Marshall, of St Austell, founder of the business pleaded guilty to Section 2(1) of the Health and Safety at Work etc. Act 1974 and was given a four-month prison sentence suspended for two-years. James Marshall, also of St Austell, Colin's son and business partner was handed an eight-month sentence suspended for two-years. They were ordered to pay costs of £25,661.

HSE inspector said, "Construction is one of the most dangerous industries in Great Britain and businesses have to take the safety of their workers seriously. Colin Marshall and James Marshall are responsible for the death of Roger Stoddern. It was entirely preventable and should not have happened. The risks of working at height are known. Scaffolders must ensure they use the right protective equipment and have sufficient edge protection in place to prevent workers falling."

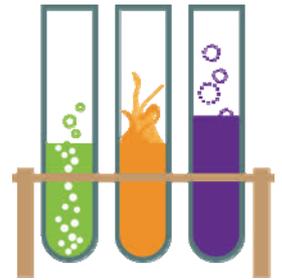
Discussion points



The investigations by both the HSE and Police found a number of failings which led to this avoidable incident, such as:

- Removal of safety rail
- No edge protection
- Scaffold company not qualified to erect scaffolding
- No harness or other suitable PPE
- Scaffold of a poor condition and standard

Please discuss the above with your team and consider why this could have been accepted as the 'norm' for this company's employees.



Button batteries pose 'deadly' risk to toddlers

Sponsored by: Nigel Owen, Business Improvement

Surgeons are warning of the potentially deadly risk posed to young children by button batteries.

If accidentally swallowed, the small, round batteries can get lodged in the oesophagus and burn a hole through its lining. London's Great Ormond Street Hospital has seen a big increase in cases in the past year. Surgeon Kate Cross said: "Button batteries should be treated like poison and kept out of reach of children. "Three-year-old Valeria, from Northern Ireland, has been left with permanent damage to her throat after she swallowed a watch battery in April 2015.

The battery became stuck in her food pipe and she began being sick and refusing food. It was not until five days later that an X-ray showed she had swallowed a battery, by which time it had burned a hole through her oesophagus and windpipe.



"If the battery gets enveloped in the mucosa of the oesophagus it creates an electrical circuit and the battery starts to function, releasing an alkali which is like caustic soda, which can erode through the wall to the windpipe. "If the battery is facing a different way it can burn into the aorta, a major blood vessel, and there have been cases in Britain where the child has bled to death. "That is why it is important to get the message out to parents



Caustic Soda

Great Ormond Street Hospital says a decade ago they rarely treated button battery injuries, but there has been a dramatic rise recently, and now are seeing about one child a month. Kate Cross, consultant neonatal and paediatric surgeon said:

Discussion points



Were your team aware of this issue before reading this article?

What precautions can you take at home when storing or disposing of this type of battery?

Button batteries are far more commonly used today and some being used to power children's toys - what precautions to the manufacturers use to prevent easy access to the batteries?

Product Safety Alert: Sahara Commercial TV Sets

Sponsored by: Ian Kingston, MoD Senior Safety and Environmental Protection Officer

A Safety Alert has been issued by the RAF concerning some TV sets purchased by the MOD for use in conference facilities/lobby areas with the brand name of Sahara (32" & 40").

It has been found that voltages of up to 130 volts can be present on the USB and aerial connections. Anyone touching these areas will potentially experience a potential lethal voltage.

If these two models of TV are present in your establishments are checked by a competent person to ensure their safety.

Any TVs with this fault are to be removed from service.



Vaccinations for staff

Sponsored by: Occupational Health Centre (OHC)

A general message to all Devonport staff that have vaccinations required for certain work roles.

As of this date, you will need to collect & complete a form from the OHC, should you require vaccinations.

The MASTA clinic will not be given permission to issue vaccinations without the form being signed by the OHC.

Health & Safety Myths

Sponsored by: Safety Culture Team - Source HSE 'Myths' webpage

We often hear of many unbelievable Health and Safety related stories which can give safety a bad name. In fact, the HSE have set up a panel of experts to discuss these issues and dispel any inaccuracies or myths surrounding them.

Here's the latest from the HSE 'Myths' webpage:

An employee (not at Devonport or Babcock) was advised that using antibacterial wipes to clean inside vehicles could lead to the development of a 'superbug'.

HSE Panel decision

Superbugs are a real cause for concern for everyone, but the use of chemical disinfectants in antibacterial wipes is not going to make the situation worse when used correctly. The advice on the use of antibacterial wipes is to use one wipe per surface and then discard to avoid potentially spreading any bacteria to other surfaces. They are effective for the purpose being proposed, and seem like a sensible choice.



Avoidable accidents?

Sponsored by: Gavin Leckie, Director Submarine Support

A recent accident at 9 dock injured one of our colleagues and led to the injured person requiring treatment at the OHC. Was it avoidable? Yes.

The FLM's 4 hour report provides a summary of the accident and any remedial action needed to prevent a reoccurrence.

The accident happened because a long piece of rusty pipe was placed in a scrap metal skip. It was too long for the skip and the rusty end was left

protruding into the walkway. The inevitable happened and the injured person made contact with the pipe, badly grazing his wrist on the pipe as he passed the skip.

In the 4 hour report the remedial action was to cut the pipe to a suitable length and the learning points were to never overload skips or leave items sticking out of skips. A simple solution really which could have easily been applied BEFORE the incident!



An example of extreme overloading of a skip, thankfully this photo isn't from our site!



This week's accidents

Total accidents	124 to date	4 in week
	LAST YEAR	
	146 to date	8 in week

Lost time accidents	21 to date	2 in week
	LAST YEAR	
	25 to date	3 in week

Lost Time Accidents

Location	Part of Body	Nature of Injury	Direct Cause of Injury	Type of Person	Brief Description of Accident
Main Factory	Arm / Wrist / Shoulder	Other	Fall on the Level	Babcock Industrial	IP was walking through the factory when he tripped on a pipe a fell landing on his shoulder which dislocated.
HMS Vanguard	Eyes	Cuts & Bruises	Struck by Falling / Flying Object	Agency Industrial	IP was pulling out cables at height when cable hit his glasses, knocked them off and caught his eye causing a scratch.

Other Accidents

HMS Talent	Trunk / Back	Strain / Sprain	Misc	Babcock Non Industrial	IP was assisting a slinger to accurately locate a burner unit (45-50kg) on its bed within the compartment, and whilst leaning over off-centre felt pain to mid back left side.
9 Dock	Arm / Wrist / Shoulder	Cuts & Bruises	Step / Strike Against Object	Babcock Industrial	IP was walking past a scrap metal skip and caught his hand on a rusty pipe that was sticking out of the skip sustaining superficial wound to wrist.

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.

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

First aid at Work

To allow staff to have the life skill and provide First aid cover to employees.

Defibrillator Training

Provides staff with the knowledge on how to operate the DEFIB units in an emergency.

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

Health&Safety.TrainingDevonport@babcockinternational.com

Kat Barber ext 4305

Dave Yates ext 3299



...and finally

Sponsored by: Devonport Operational Safety Team



Anyone who regularly rides horses will always have their horses' safety in the back of their mind. For Sami Gros, that point was hit home when her horse and friend had a terrible accident.

"Seven years ago my friend and horse were struck by a car and that moment impressed upon me that equine safety needed to take a step forward," says Sami.

Believing the standard reflective safety gear was simply not effective enough for road safety, Sami developed a technology system to alert drivers that there are horses on the road.

SCIT comment

In this image you can see the use of simple technology is becoming increasingly used to improve safety.

