

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 44

Monday 24th October 2016

Devonport Operational Safety Team

In this week's TOFS

- M&T employee engagement survey 2016
- 6 Dock pedestrian/traffic segregation
- Ladder working group update
- Local crown court prosecution
- Sharing the country roads safely
- Emergency 'apps' for smartphones
- Ear safe roadshow - Tuesday 25th October
- This week's accidents
- Health and safety training - update
- Colouring competition winners 11 - 15 years
- ...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





**HOME SAFE
EVERY DAY**

M&T Employee Engagement Survey 2016

Sponsored by: Kevin Dwyer, HR Director

You will have seen from Craig Lockhart's announcement on 30 September 2016 that the Marine & Technology Division will be conducting an Employee Engagement Survey available for all employees.

We want to make Babcock a company people are proud to work for, and to do this we need your views on what works well today and where improvements can be made.

To allow time for employees to complete the survey, prior to TOFS on Monday 24 and Monday 31 October, at 10.30am, employees will be provided with the opportunity to take time out of their working day to complete the survey.

If you have any questions about the survey at this time, please contact Debbie Joce on ext. 6731 who will be able to follow up with the survey project team.

SCIT comment



Please remember to allow an additional 30 minutes, prior to TOFS, for your team to complete their Employee Engagement Survey.

Therefore, please prepare to start your TOFS session at 10:30am.

Paper copies of the survey can be obtained from the main amenity centres on site adjacent to ballot boxes.



HMS Northumberland pedestrian/traffic segregation

Sponsored by: Will Cole (Safety Support Manager) & Alan Lakey (Production Manager)

Near miss reporting has prompted Will Cole and Alan Lakey to find a solution to the problem of pedestrian/traffic segregation in the access area to 6 Dock within the Frigate Refit Complex (FRC). Their pro-active approach to this issue has vastly improved segregation and significantly improved pedestrian safety.

Their solution is worthy of sharing across our business as there could well be other areas on our site which could benefit from a similar, engineered solution.

The problem

Since the SCO (Ship Control Office - the access point to 6 Dock) has moved to the North side of the dock, there have been a number of near misses with pedestrians exiting the SCO, through one of the two doors, which open outwards onto the dockside. The pedestrians were walking into an environment, not knowing if there were on-coming vehicles operating on the dockside.

Safety improvement 1 - segregation

The first step was a fairly simple solution - place barriers between the roadway and the SCO pedestrian access point thereby creating a safe walkway



Safety improvement 2 - warning lights

When vehicles are operating on the dockside, a light was installed which will operate to warn pedestrians. This is clearly visible from the SCO access to the dockside.



View from SCO with warning light in position

Safe system of work

The safe system of work is the responsibility of the FAFF (Fire and Fire Fighting) security team. Each time a vehicle requires access to 6 Dock:

- The FAFF team must deploy the yellow exterior and red interior barriers, including warning sign and light (which must be switched on prior to the access gate opening).
- The vehicle is then unloaded/loaded within the contained area. On completion, vehicle driver reports to FAFF team to inform of completion of task.
- The FAFF team stows the barriers and locks vehicle access gate.

This is a simple, but effective control measure, to reduce the number of near misses on the dockside at 6 Dock.



Ladder Working Group update (Page 1 of 2)

Sponsored by: Andrew Burt, SBU Programme Manager

Following the Ladder Working Group update in TOFS on 12 September 16, an issue with the external tardi ladders on HMS Tireless has resulted in a number of improvements being made.

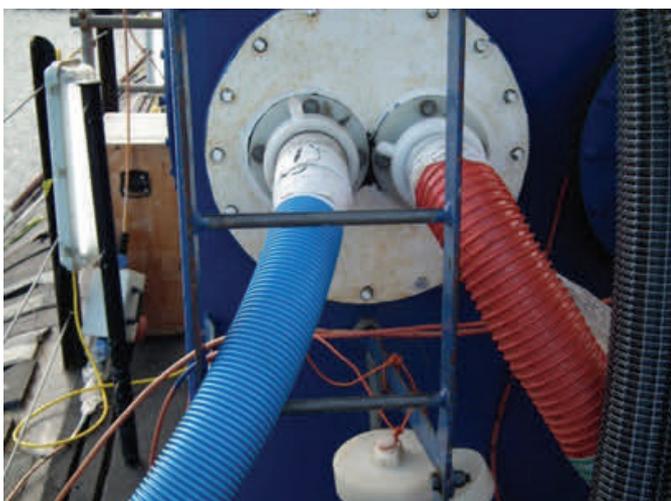
Whilst attempting to sling equipment off the boat, the team were concerned about the state of the forward and aft external tardi ladders. A site visit was conducted with a H&S rep and a number of issues were identified (see pictures for more detail):

- services were running through, behind, and adjacent to the ladder rungs
- the external ladder on the aft tardi was damaged
- there were no gates fitted at the top of the tardi
- ladders did not fully reach to the casing, meaning individuals needed to stretch to place their foot on the bottom ladder rung
- there were extensive services at the bottom of the ladders making access and egress difficult



Following the site visit, an Airswab event was raised (OEF 88551), an investigation instigated and the following immediate action was taken, with consultation from the Safety Support Manager (see pictures on next page for more detail):

- the external tardi ladders were deemed to be unsafe, and have been labelled as not to use
- an independent sloping ladder access with a gate fitted at the top of the tardi has been put in place
- services have been repositioned to allow safe access to the new ladders





Ladder Working Group update (Page 2 of 2)



Photos show improvements following initial investigation

Learning points



When using ladders, or routing services that may impact on a ladder, please remember the top ten ladder safety standards.

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.
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. Portable ladders must always be secured or footed.
7. Never carry items by hand whilst using a ladder. 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.
8. Footwear must be suitable, in good condition, and be free of contaminants such as oil and grease.
9. Never run temporary services behind a ladder where they could cause an obstruction to footing or handholds.
10. Take care, be vigilant, and do not be complacent when ascending and descending ladders.

The Ladder Working Group is here to help with any concerns or issues relating to ladders. Please contact Steve Hatherley (5788) for any assistance.



Local Crown Court Prosecution

Sponsored by: Devonport Operational Safety Team.

A gutter cleaning company boss has been jailed for five years over the death of a teenager who fell off a ladder.

Mason Beau Jennians, 17, died after falling while working in Devon in December 2014.

Colin Jeffery, 58, from Durham Close, Paignton, boss of Devon-based Utterley Gutterley, was found guilty of manslaughter by gross negligence.

At Exeter Crown Court police said Jeffery had a "total disregard for the safety of his employees".

Mr Jennians, who was known as Beau, was working at the Coach House in Abbotskerswell without proper safety equipment and precautions when he fell, the court heard.

Police said the "vast majority" of Jeffery's employees "were young men who were vulnerable to the risks of dangerous work by virtue of their youth, inexperience and inability to appreciate risk".

Det Insp Steve Davies, of Devon and Cornwall Police, said Jeffery engaged his staff "with a flagrant disregard for the regulations which govern work at height" with the sole aim "of providing a cheap quote to customers that would secure him work".

He said: "He completely failed to consider or implement even the most basic of safety measures.

"His working practices were inevitably going to lead to the serious injury and death of one his employees at some point in time."

Jeffery pleaded guilty to four other health and safety offences over work carried out at four other properties in the Torbay area.



Colin Jeffrey



Beau Jennians

Discussion points



The court heard that the vast majority of Jeffery's employees "were young men who were vulnerable to the risks of dangerous work by virtue of their youth, inexperience and inability to appreciate risk.

What do you think of this statement and what steps or training do we provide to ensure our 'more vulnerable' and new staff are not put at risk and are aware of site hazards?

What do you think of the employers attitude to health and safety?

What can you do to change a persons attitude to safety when it's clear (as in this case) the person has a poor attitude to the safety of others?



Sharing the country roads safely

Sponsored by: Gemma Stewart, Junior Software Tester

Roads in and out of the city are becoming increasingly busy with many smaller roads becoming alternative routes. This is particularly noticeable in quieter country lanes which are often unsuitable for the volume of traffic now using them. With this comes a danger to other road users, in particular, horse riders.

Last weekend, I was exercising a friend's new horse and chose a route home via Burrator reservoir. I greatly underestimated how busy this route would be so early on a Sunday morning and quickly found myself sandwiched between cyclists, dog walkers, large groups of walkers and traffic.

The horse was understandably nervous with all of this activity but was behaving well. We started to experience problems when a few cars and a van passed us, leaving very little room. The horse became increasingly tense. By this time he was jogging on the spot, sweating up and becoming really upset. I understand that this behaviour may not be an obvious sign of a nervous horse or a rider having their hands full, but I was greatly surprised when a large car with two bikes on a roof rack came towards us, without even slowing greatly. I put my hand up and asked him to stop but he just kept coming. As he passed, the horse reared on his hind legs and span into the road and the path of another vehicle approaching from behind.

This could have been a serious incident if I had fallen off and the horse had got loose on the road, or worse the approaching car had been unable to slow or stop on time. This could have been a nasty accident, both for myself, the horse and anyone in a vehicle could have been hit, kicked or landed on.

Discussion points



How slow is slow enough to pass animals on the road?

Please slow to walking pace when approaching horse riders and pass with 'moor' care.

What would be the consequences of frightening animals on the road?

How much space are you supposed to give cyclists/horse riders/other road users when passing or overtaking?

What can you do to keep yourself and other road users safe?

What kind of things on the road can scare horses?

Trailers, whether full or empty and rattling
Air brakes
Tyre skid noises
Car horns
Roof racks, particularly with bikes or kayaks
Windscreen wipers
Spray from a wet surface, which can happen even when passing wide and slowly.

How many horse rider casualties were reported to the Police in 2014?

104 casualties, 23 of which were seriously injured (including a child) and one fatality.



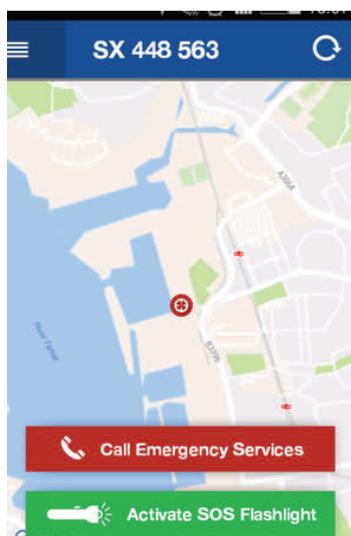
Emergency ‘Apps’ for smartphones

Sponsored by: Adrian Nursey, LUSM Strategy Manager

As members of the local Tamar Valley MG Owners Club my wife and I regularly take part in Classic Car runs in the area and further afield. On a recent run, three cars from our Club were first on the scene of an incident on Dartmoor involving another entrant. An elderly couple in a Morgan had driven off of the road when the gentleman driver collapsed at the wheel and his wife who was very partially sighted was very distressed and confused by the incident. Luckily one of our party is an ex-GP and she quickly diagnosed that the gentleman needed to be removed from the car and given CPR.

Having managed to get the man out of the car we undertook CPR and rescue breathing for 20 minutes until extra help arrived in the form of a couple of off duty doctors who took over until the emergency services arrived after a further 20 minutes. In the meantime the other members of our Club were attending to the gentleman’s wife and ensuring that no other traffic incidents occurred at the scene.

Fortunately one of our party had the Devon Air Ambulance Trust (DAAT) App programmed into his smart phone which, as long as you can get GPS signal, gives you your grid reference to pass on to the emergency services. A second button on the App



turns your phone camera flash into an SOS beacon that can be seen by the Air Ambulance Crew even in the daylight as they approach the scene. This App ensured that the emergency services knew exactly where we were and they were able to dispatch a paramedic car, road ambulance and the Devon Air Ambulance to the scene.

The use of the DAAT App definitely made getting the location of the incident over to the 999 operator easy and clear and I would commend it to all colleagues who venture onto the Moor and surrounding countryside undertaking all manner of pursuits as an excellent tool to use in the event of an emergency, as we found out on the day.



SCIT comment



There are many Apps which use GPS to pinpoint locations which can be extremely useful when dealing with emergency situations.

In this case, this free App (Devon Air Ambulance Trust - DAAT) really improved the response time provided by emergency services during the incident.

Please remember that if an emergency occurs on site, the number to call is 2222 or 01752 552222 from a mobile.

Time
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For
Safety

“Ensuring all
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Ear Safe Roadshow - Tuesday 25 October

Sponsored by: Clair Leamy, OHC Administration Officer


trusted to deliver™

Ear Safe Roadshow

Tuesday 25 October 16
08.30 - 15.00

North End of the Occupational Health building N152
Opposite St Levans gate

Hearing specialists will be providing their expert knowledge on ways to protect, manage and prevent hearing loss.

Demonstrations | Hearing tests | Freebies | Leaflets & Information


ACTION ON HEARING LOSS
A national charity since 1911



This week's accidents

Total accidents	160 to date	7 in week
	LAST YEAR	
	177 to date	12 in week

Lost time accidents	26 to date	1 in week
	LAST YEAR	
	33 to date	4 in week

Lost Time Accidents					
Location	Part of Body	Nature of Injury	Direct Cause of Injury	Type of Person	Brief Description of Accident
HMS Talent	Leg / Ankle	Strain / Sprain	Fall on the Level	Babcock Industrial	IP stepped off a ladder and turned his ankle as he caught his foot on raised edge of plank that was covering gap in scaffolding, injuring his ankle.
Other Accidents					
HMS Albion	Eyes	Eyes - Foreign Body	Blown / Falling Dust	Babcock Industrial	IP was wire brushing a weld after completion and felt something go into his eye.
HMS Montrose	Arm / Wrist / Shoulder	Cuts & Bruises	Struck by Falling / Flying	Contractor	IP was opening SE gate when the cable tie snapped and fence panel fell onto IP's shoulder
HMS Montrose	Hands / Fingers	Cuts & Bruises	Step / Strike Against Object	Contractor	IP was helping to fix broken gate and as fence panel went back into its footing his hand became trapped between the two panels causing graze/swelling.
1 Jetty / Devon Splicer	Arm / Wrist / Shoulder	Cuts & Bruises	Struck by Falling / Flying Object	Babcock Industrial	IP was on Devon Splicer removing/replacing backboards, when his arm got trapped between boat and backboard as the vessel rose on the tide, sustaining abrasion/bruising.
HMS Talent	Hands / Fingers	Cuts & Bruises	Hand Tools	Babcock Industrial	Whilst hammering lead into a gap between lead shielding and bulkhead, IP felt sharp pain in thumb.

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.

First aid at Work

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

Asbestos Awareness

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

Confined Space Controller

For those who control Confined Spaces.

Radhaz

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

IOSH Managing Safely

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

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

Time Out For Safety

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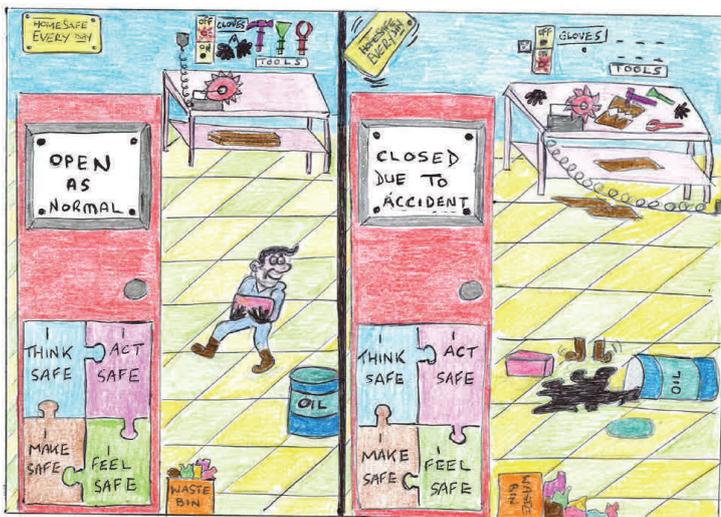
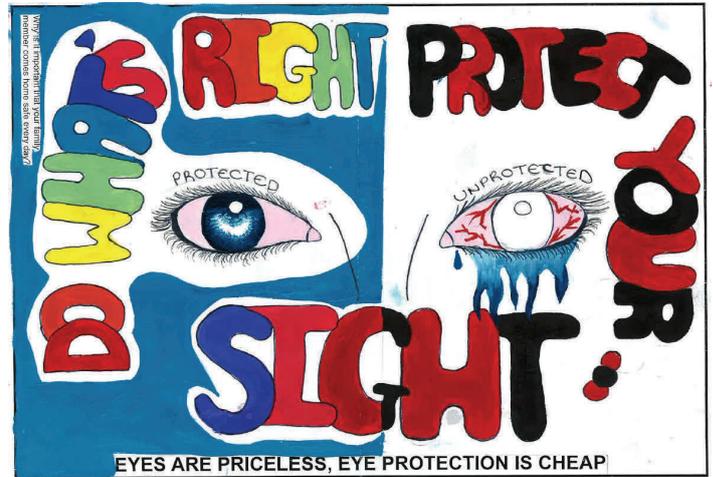


Colouring Competition results 11 - 15 years age group

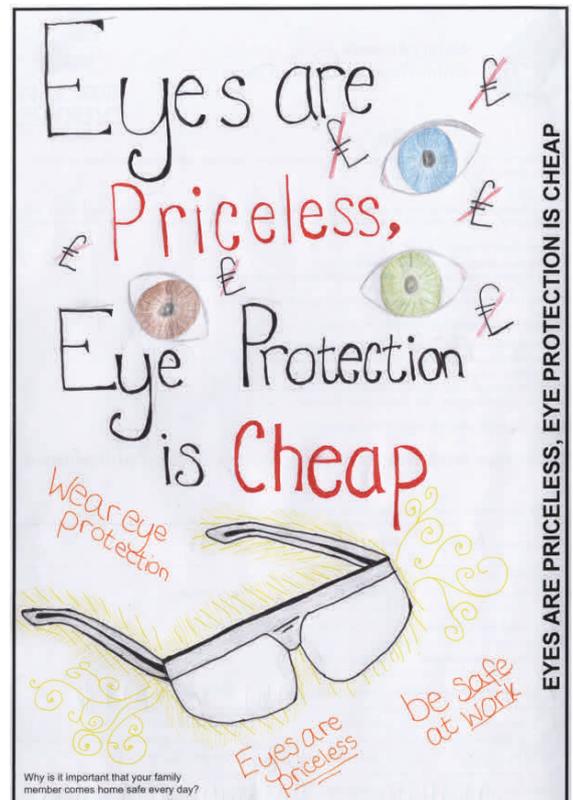
Sponsored by: Safety Culture Improvement Team

1st Prize - Zara Rizk (age 11)

3rd Prize - Lauren Davies (age 13)



A TIDY WORK SITE EACH DAY KEEPS LOST DAYS AWAY



2nd Prize - Jack Mansfield (age 14)

4th Prize – Abigail Taylor (age 13)



...and finally

Sponsored by: Devonport Operational Safety Team



SCIT comment

A photo from the internet provided to us by Desktop Support Analyst, Mark Turner which doesn't really require any comment at all!

