# 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 52**

**Monday 19 December 2016**

# Devonport Operational Safety Team

## In this week's TOFS

- Global events and the Fatal Five
- Nuclear human performance forum visit
- Be seen, be safe
- Safety harness use - reminder
- 2017 Safety at Work calendars are here!
- Christmas - a time to take care
- This week's accidents
- Health and safety training - update
- Health and Well being event 2017
- …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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# Serious incidents from across the globe

***Sponsored by:*** *Safety Culture Improvement Team (SCIT)*

## Article introduction by the SCIT

Over the next three pages there are descriptions of six incidents which have recently featured in news websites from across the world. Five incidents which would be categorised as being 'Fatal Five' incidents. (Which reinforces the reasons we put so much focus on Fatal Five' activities at Devonport) The other is a catastrophic incident involving an Indian Navy Frigate, something that probably couldn't have been predicted but, nevertheless, has happened with tragic consequences.

**Please discuss these incidents with your team and, in each case, ask your team what preventative measures and processes we have here, at Devonport, to ensure our staff are not involved in similar incidents. These incidents also demonstrate that events are not always predictable and that we should always be on our guard and be aware of all potential hazards.**

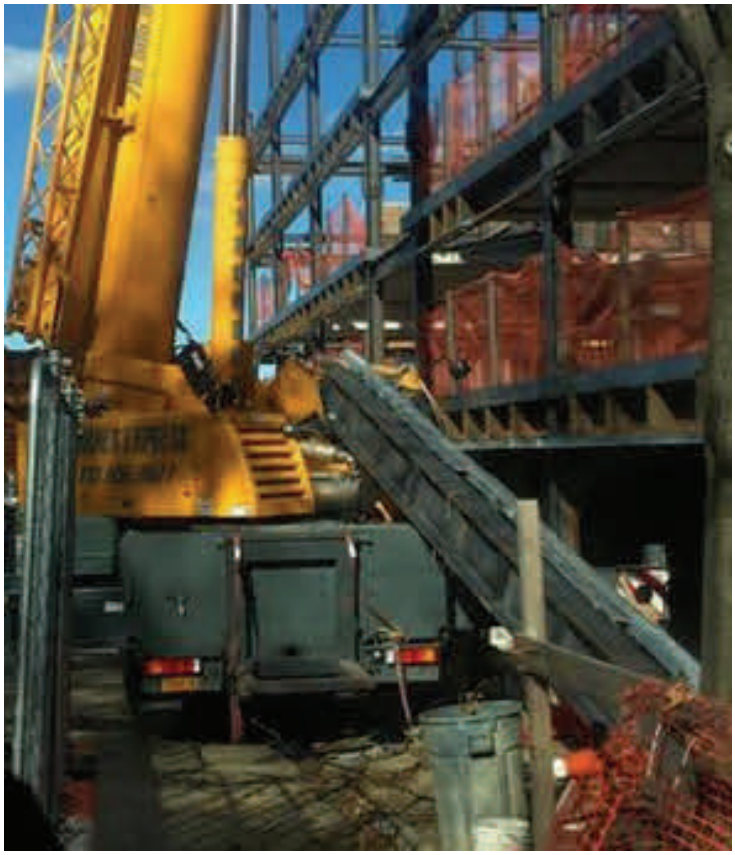
# Lifting fatalities due to 'snagged' load

Two construction workers were killed on Tuesday 15th November 2016 in the New York City borough of Queens (USA) after they were crushed by a beam they were hoisting.

The workers were using a crane to lift a large steel beam when it snagged on a part of the building structure. The cable holding the beam then gave way, causing it to crash into the crane cab before falling onto the ground. Both the cab operator and the worker who had been holding the tether line were pronounced dead upon arrival at hospital.

Photos of the scene taken by the New York Police Department and FDNY show the collapsed beam lying horizontally, with one end still embedded in the top of the crane cab.

**Could this happen on our site and what steps do we take to prevent this type of incident occurring?**



This and the next five articles are taken from various world wide news websites. They are for information only. In each case they do not necessarily express the view of Babcock International Group.

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CONFINED SPACES

# Confined space fatalities

A tragedy occurred on board a Roll On Roll Off (RoRo) ferry docked in Messina, Italy, The incident occurred on the MV Sansovino in the afternoon November 29.

Five crew were tasked with cleansing fuel tank when a sudden release of toxic fumes from oil residue killed three, one was hospitalised in critical condition. Nine crew members suffered from intoxication, caused by the poisonous vapour. Most of these were the other crew members who hurried to assist those within the tank and then inhaled poisonous gas.

**Could this happen on our site and what processes do we have to protect us?**

# Stored energy injuries

An accident resulting to injuries to a diver as a result of a flange suddenly parting due to stored energy led to a safety bulletin by the International Marine Contractors Association (IMCA)

The incident in which a diver was injured subsea whilst disconnecting a flange on a damaged flexible pipe. The incident had occurred after the diver had removed all but four of the bolts and nuts and was in the process of removing the last four bolts. He was in the process of sending the removed bolts and nuts up to the surface via the messenger line on the down line, when he heard a loud bang and was then struck in the leg by the flange, which had unexpectedly parted from the opposing flange. There had been no indication during the disconnection that the flanges were parting.

HIGH ENERGY SYSTEMS

The diver sustained a wound on his right leg just below the knee and was safely recovered to the vessel and immediately treated on board. He was transferred to a nearby fixed platform for further medical treatment and later transferred to a shore side hospital, where he remained overnight.

**The following were noted:** All pre-dive procedures were conducted properly; there was a dive plan, a risk assessment and a toolbox talk held. The diver reported that nothing seemed out of the ordinary during the dive, and that the operation was a normal flange disconnection.

**Can your team recall similar events on our site involving sudden releases of 'stored energy' and the precautions which are taken today to avoid a similar incident?**

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WORKING AT HEIGHT

# Work at Height injury at Oil Refinery

Closer to home, an inquiry has been launched after a Scaffolder working at Fawley refinery fell 30ft through the roof of a disused building.

The 33-year-old casualty landed on a concrete floor and was airlifted to Southampton General Hospital, where he is being treated for serious injuries.

Police were called to the 3,250-acre refinery following the incident and an investigation has been launched by the Health and Safety Executive (HSE).

A refinery spokesman said the accident occurred on Saturday 3rd December at about 8am.

**Identifying Work at Height hazards on our site has been one of our main focal points this year, with many W@H improvements mentioned in TOFS. What has been installed to our building roofs to help prevent falls from height?**

# Fatalities due to mobile phone use

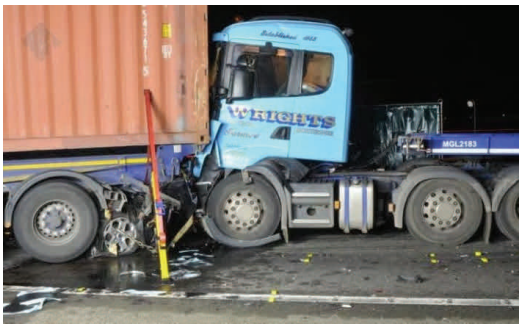
**A** lorry driver has been jailed for six years after his HGV ploughed into the back of a line of traffic, killing two men, while he was sending Facebook messages to his girlfriend on his phone for at least 20 seconds prior to the crash.

Southampton Crown Court heard that 49-year-old Keith Mees had been reading or sending messages just four seconds before the accident on the M271 in Southampton on December 1 last year in which Marian Olteanu, 35, and 42-year-old Ion Calin, both from Romania, died.

Simon Jones, prosecuting, said that Mees, who did not have a hands-free kit in the cab, had just completed a phone call to his girlfriend while driving of 13 minutes and 54 seconds just two-and-a-half minutes before the accident, with another two-minute call made earlier in the trip.

He also streamed YouTube music videos on his phone during his journey.

The court heard that the phone calls involved the defendant ending a relationship with his current girlfriend to return to his previous long-term partner who




he was still living with.

Sentencing him, Judge Nicholas Rowland said: "You were going through some kind of turmoil in your private life which you were sorting out while you were on the road when you should have been concentrating on the safety of other people on the road."

Mr Jones described how the Ford Mondeo, being driven by Mr Olteanu with Mr Calin, a father-of-two, as a front seat passenger, was crushed between Mees' lorry and another HGV in front which was shunted into a third lorry.

**This is one of many recent news articles where the driver of the vehicle causing the fatal motoring incident has been imprisoned. Our message is clear: Don't use your phone when driving!**

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# Indian Navy Frigate catastrophe during undocking

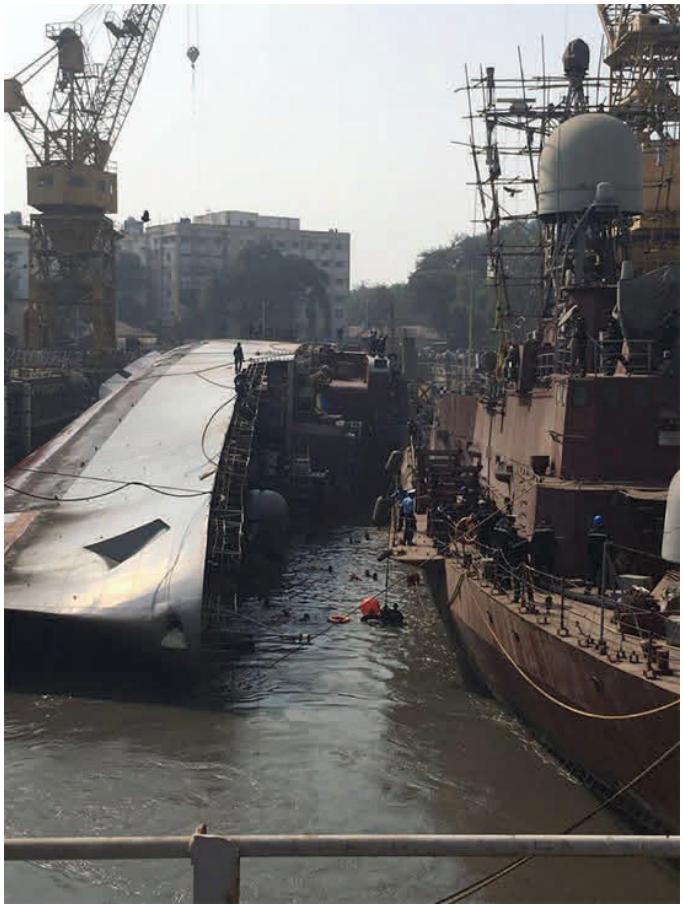
Indian Naval Ship (INS) Betwa, a guided missile frigate, tipped over and crashed to its side while undocking in Mumbai on Monday 5th December in what the navy described as an "unprecedented and sad" incident. Two sailors have died while 14 others have been rescued with minor injuries

The 3,850-ton ship is lying on its side at the naval dockyard. It was docked for underwater repairs. At 2 pm, while the ship was being returned to the water and the dock was being flooded. "The incident occurred in the Cruiser Graving Dock during undocking evolution wherein it is suspected that the dock blocks mechanism has failed," Indian Navy spokesperson, Captain (IN) D K Sharma, was quoted as saying by the Indian media. The main mast of the ship was also broken by the impact as the ship fell on its side.

There were two reported deaths at the scene, one of the sailors fell from the frigate and drowned while the second had been inside the ship when it tipped over.

"This is a very difficult situation for the navy as something like this has never happened before." said navy spokesperson Captain DK Sharma.

It is not clear yet how the massive 126 m long vessel, commissioned into the navy in 2004, will be set right again.



It is the third Indian warship involved in a major accident while docked since 2011.

**A totally unexpected event and as you have seen from the previous 'Fatal Five' articles there is no crystal ball to predict any incident.**

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I FEEL SAFE

# Nuclear human performance forum visit (Page 1 of 2)

***Sponsored by:*** *Naomi Slade, Human Performance Manager*

Gary Taylor: Rolls Royce, Bob Duarte: EDF, Paul Unsworth: Cavendish, Mark Robinson: INS, Amanda Clarke: Magnox, James Hart: Doosan Babcock, Naomi Slade: Babcock, Dug Harrison: NSAN, John Crowl: Babcock, Reg Rudd: Doosan Babcock

**Forum visit overview**

From 16 - 18 November, Devonport hosted the UK's Nuclear Human Performance Forum. The forum is a national group made up of representatives from all over the nuclear industry.

The forum's overarching objectives are to:

- Promote industry wide alignment in relation to Human Performance
- Benchmark and learn across other sectors, to develop standards and training that are recognised industry wide
- Provide a link into Regulators, Licensees and Human Performance/Human Factors specialists

In November it was Devonport's opportunity to host the forum which included three days on site.

**Key activities**

**Day 1**

Following a safety brief, an introduction to the site by Naomi Slade and an overview of refuel by John Pitt, the group visited HMS Courageous to understand the environment in which we carry out our nuclear activities. The Courageous visit was followed by a guided tour around the NEMSFAC refuel training rig where John described our comprehensive training programme and the hours of simulation required before the hands on work begins. This tour provided an insight into our varied and diverse environment and allowed us to share some of the great work we have already done to improve safety.

**Day 2**

The 17 November was spent conducting the forum's standard business, which included two learning from experience presentations, one provided by Bob Duarte from EDF on safety culture and another by Jim Hart from Doosan Babcock on mindfulness and safety. The forum spent some time discussing the future direction of the group and how to provide good value and benefit back into each of the businesses represented.

Members of the forum shared updates from across the nuclear industry which could affect the group's objectives in the future, such as the IAEA producing a new human performance guide and the ONR focusing more on leadership and management for change and safety culture.

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# Nuclear human performance forum visit (Page 2 of 2)

**Day 3**

The final day focused specifically on one of the forums work streams – the human performance maturity matrix. The group felt a human performance maturity matrix was required to assist organisations with differing levels of maturity, to understand firstly where they are on their human performance programmes and secondly some information on how to move the maturity of their organisation forward.

There appeared to be a gap in the current literature and tools available to support organisations to move through maturity with their programmes. The maturity matrix was a natural step from a previous piece of work conducted by the forum which outlined the blueprint for a company wanting to introduce a human performance strategy. The matrix is under final review by the forum and the current focus is on providing guidance on the matrix to organisations that wish to use it to identify their levels of maturity.

**Presentation overview**

Bob Duarte EDF

Focused on nuclear safety culture and supply chain.

The more removed you are from the active task the less important it appears to be

The challenge: how do we get the supply chain to see the hazards/risks as we do?

Jim Hart Doosan

Focused on mindfulness / mind safety

Cognitive behaviour and influencing behaviour.

Intention to roll out a pilot and share information with the group.

**Chair's feedback from Forum**

"We thoroughly enjoyed our time at Devonport and we all took something away that we can look to implement in our own organisations. We were all impressed with the NEMSFAC and the ability to practice all aspects of the refuelling process.

"You provided us with an excellent insight into the challenges that arise during these activities and the ability to train and practice on simulators is something we strongly support.

"We were also particularly impressed with the professionalism exhibited by many different people we encountered both on the site and off the site at the car parks. They exhibited many attributes that are associated with 'professionalism', including questioning attitude and peer challenge.

"I was also impressed with the "Fatal Five" and the material you have produced to support that. We recognise the challenge you face in achieving a single "Home Safe Ever Day" culture on a site that is occupied by multiple stakeholders, all of whom are at differing levels of cultural maturity, and simple campaigns such as "Fatal Five" will go a long way in bringing those cultures together."

**Potential actions**

⇒ Devonport to share the fatal five banners, TOFS example, and safety lens visual with members of the group.

⇒ Exchange visits with Magnox and Cavendish Nuclear to see their leaders in nuclear professionalism course.

⇒ Forum to distribute presentation slides.

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# Dark mornings and evenings - be seen, be safe!

***Sponsored by:*** *Safety Culture Improvement Team*

As the 'shortest day rapidly approaches it's very apparent how dark our journeys to and from work have become.

All this week the sun will rise at around 8:15am and set at 4:15 pm, the shortest day being this Wednesday (the 21st). It's often at this time of year there is a spike in OEF's raised due to pedestrians wearing dark clothing being involved in 'near misses' with vehicles when crossing the roads.

Many cyclists on our site seem to have embraced the culture of wearing hi vis clothing and fitting good quality lighting to improve their chances of being seen by others. However, many of our staff, who journey through the gate on foot, haven't and remain as those 'shadowy figures' who suddenly appear out of the darkness.by approaching vehicle drivers.

With Christmas fast approaching perhaps an ideal gift would be something that helps you stand out from the crowd on your journey to and from work.

HOME SAFE EVERY DAY

## Discussion Points

As a pedestrian, what can you do to improve your chances of being seen by road users?

- A simple step would be to wear a hi vis tabard over your everyday clothing.
- A hi vis backpack can help too and are surprisingly cheap to purchase.
- Many jackets available to purchase today have 'designed in' safety features such as reflective strips and panels.
- Hi vis hats and gloves can also go a long way in helping you to be seen.
- Reflective 'Wrap slaps' can also be purchased at minimal cost - these can be worn around the ankles or wrist and can make an instant improvement.
- What other ideas does your team have to improve their visibility during the dark winter months. Email to: ~Marine.Devonport.Safety Culture Team

# 2017 'Safety at Work' calendars are in!

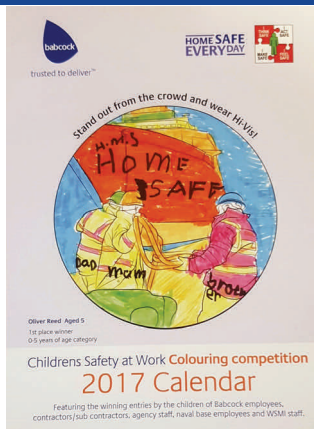
***Sponsored by:*** *Mike Carey, TOFS & Safety Communications Co-ordinator*

This year's Safety at Work children's colouring competition calendars are now available to order.

**Please contact Chloe Gillen, Safety Culture Team, by email or telephone 4545 to place your orders for:**

- A1 Wall planners
- A4 Wall calendars
- A5 Desk calendars

The calendars feature the winning designs, colourings and photograph from this years competition.



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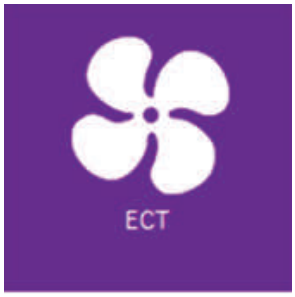
# Environmental Control Team requests - new 'App'

***Sponsored by:*** *Mark Thomson, Waterfront Liaison Manager*

**The Environmental Control Team (ECT) Electronic Request System Application will be officially launched on Monday 9th January 2017 and can be found in Babcock Connect using the icon below.**




All Devonport site personnel should have access to the application to enable you to raise requests for all ECT supported activities. The benefit of this will be to provide a 'live' up-to-date status report of all requested support.

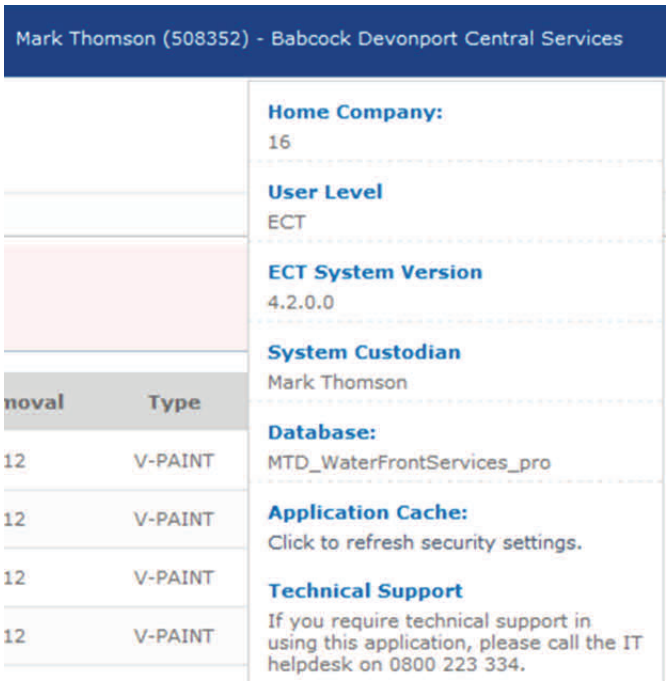
Some users will have the role of authoriser or electrical user. When you open the application you will need to click on your name in the top right hand corner of the main screen. This will allow you to access the dropdown menu, under Application Cache select 'click to refresh security settings', this will allow you to access the additional screens relevant to your role.

Please note that that until the system is officially launched that any requests raised in the system WILL NOT be processed and that all support should continue to be raised in the normal way by submission of Form WSS(D)-FM-038 to the ECT Mailbox.

Training for those that requested it was carried out on 5th, 6th and 7th September 2016

Guidance Notes for the system can be found using the following link:

https://cb.connect.babcock.co.uk/sites/naval_base/Dept/Waterfront/Shared%20Documents/ECT%20e-Form.pdf



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# Safety Harness use - reminder

***Sponsored by:*** *Lee Collins, Senior Safety Support Manager*

**Personal Protective Equipment (PPE) & Respiratory Protective Equipment (RPE) HS(D)-POL-026**

Only employees who have undergone safety harness training by the Devonport Operational Safety Team and carry a current in-date "Authorised Safety Harness User" card may be issued with safety harnesses.

Supervisors are responsible for ensuring that the person issued with the harness is properly trained in its use and that all harnesses are returned to the store before their expiry date.

**The Supervisor of the user must undertake harness training course in order to carry out interim inspections of the harness and attachment line when first issued and at weekly intervals thereafter when in use.**

The Supervisor's weekly interim inspection MUST BE recorded.

**In addition to the Supervisor's weekly interim inspection the user shall carry out checks each time before use in accordance with their training.**

If any defects are found or suspected, the harness is to be returned to store for examination by the sail makers.

Users must not give their harness to other personnel – but return the equipment to the store.

**There should be a risk assessment specifically for the task - justifying the use of a safety harness and include emergency rescue arrangements.**

## SCIT Safety message at Christmas

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At Christmas, 80% of accidents requiring treatment at Accident & Emergency occur in the home of the injured person and you'll see on the next page some the bizarre and unusual events which take place at this time of year.

In the last TOFS of each year we normally provide a list of safety tips and advice to help keep us, and our families, safe during festive period. This year however we would rather ask you to discuss within your teams what hazards you have previously encountered at this time of year and what you now do differently.

It could something as simple as:

- Using low voltage L.E.D. Christmas lights instead of those requiring a 230 volt supply.
- Always, using a step ladder instead of standing on a chair to put up your decorations.
- Avoiding cluttering up the stairs after opening the presents.
- Ensuring any candles are extinguished well before going to bed

What other Christmas safety tips can your team think of?

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# Strange but true…..some surprising Christmas stats.

## Christmas Incidents

- Hospitals reported 4 broken arms last year after cracker pulling accidents,
- Three people die each year testing if a 9V battery works on their tongue
- Nineteen people have died in the last 3 years believing that Christmas decorations where chocolate
- Thirty one people have died in the last 10 years by watering their Christmas tree while the fairy lights were plugged in.
- Fifty eight people are injured each year by using sharp knives instead of screwdrivers
- One hundred and one people in the last 9 years have had to have broken parts of plastic toys pulled out of their soles of their feet
- 1000 people a year are hurt falling off chairs putting up Christmas decorations, or falling out of lofts while looking for the decorations.

# Fire

During the Christmas season, what are the leading cause of home fires?

- Electrical faults

What are the main causes?

- Unsafe electrical decorations.
- Overloaded plugs
- Unattended candles

These are all potential causes of fire.

In 2011/2012, candles sparked around 1,000 UK house fires resulting in 9 deaths and 388 casualties. Candles are even more popular today, do you think that number could rise this year?

20 fires were caused by fairy lights and 47 fires from Christmas trees, decorations and cards leading to 20 non-fatal casualties across the UK.

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# This week's accidents

| Total accidents | 191 to date | 5 in week |
|---|---|---|
| | LAST YEAR | |
| | 220 to date | 7 in week |

| Lost time accidents | 30 to date | 2 in week |
|---|---|---|
| | LAST YEAR | |
| | 38 to date | 1 in week |

| Lost Time Accidents | | | | | |
|---|---|---|---|---|---|
| **Location** | **Part of Body** | **Nature of Injury** | **Direct Cause of Injury** | **Type of Person** | **Brief Description of Accident** |
| **HMS Albion** | Leg / Ankle | Strain / Sprain | Fall on the Level | Babcock Non Industrial | IP was stepping off gangway to vehicle deck and stood on edge of cable protector and went over on ankle causing pain and swelling. |
| **FRC Subway** | Trunk / Back | Strain / Sprain | Other (incl Traffic) | Contractor | IP had been burning pipework and as he stood up felt pain to his back. |
| | | | | | |
| **Other Accidents** | | | | | |
| **Location** | **Part of Body** | **Nature of Injury** | **Direct Cause of Injury** | **Type of Person** | **Brief Description of Accident** |
| **HMS Kent** | Trunk / Back | Cuts & Bruises | Fall on the Level | Contractor | IP slipped on step, was turning around onto steps, and fell onto his back sustaining bruising and graze. |
| **2 Basin S** | Head / Neck | Cuts & Bruises | Fall on the Level | Agency Industrial | IP was removing slings from landed scaffold bin, stepped back and tripped over some poles behind him and fell hitting back of his head - helmet came off as he fell. |
| **HMS Albion** | Hands / Fingers | Cuts & Bruises | Step / Strike Against Object | Babcock Non Industrial | IP was clearing risings from top of control panel when splinter went into his finger. |

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# 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.

**The only course running this week is:**

**Health & Safety Management of Subcontractors**

For those who manage subcontractors on site

## 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:

**(Please note new email address)**

**~Marine.Devonport.Operational Safety Training -** or use the link below:

Marine.Devonport.Operational.Safety.Training@babcockinternational.com

Kat Barber ext 4305

Dave Yates ext 3299

**Courses running during the first week of the new year (from 3rd January) are:**

**Health & Safety Management of Subcontractors**

For those who manage subcontractors on site

**Confined Space Awareness**

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

**Fire Safety**

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**

Mandatory for all hot workers and their sentries.

**Emergency First aid at Work**

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

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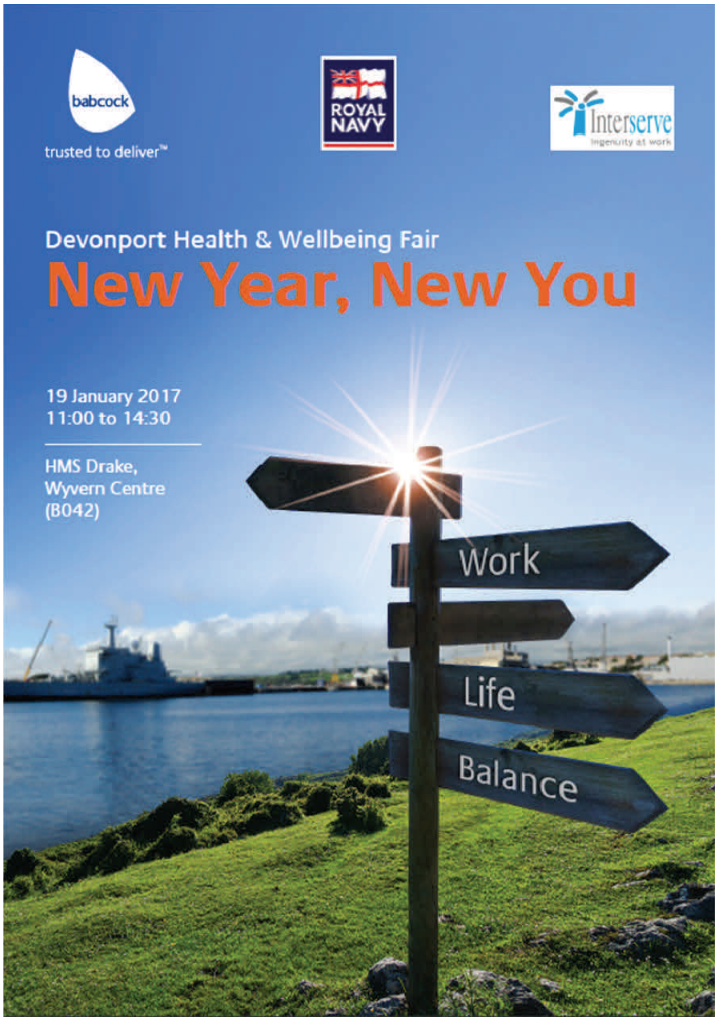
# Heath and Well being event

***Sponsored by:*** *Lorraine Hosking, HR Support Manager*

Devonport Naval Base is inviting you to the Health and Wellbeing Fair held in the Wyvern Centre on Thursday 19 January 2017. Working with personnel from the Royal Navy, Royal Marine, Ministry of Defence, Babcock and Interserve, we have organised a range of stalls and activities for everyone to take part in, from making smoothies by using the smoothie bike, head and hand massages, to information from a range of charities, including Age UK, China Fleet Trust, Dementia Friends, Plymouth MIND, Help for Heroes and many more.

There will be information about health awareness with the opportunity to find out about dental health, occupational health, bee keepers club on base and demonstrations of the gym equipment on site! We will also have short seminars running throughout the morning on subjects including Dementia Awareness, mindfulness, Sleep Hygiene, Stress Management and Emotional Eating.

There will be an opportunity for you to provide feedback on how you felt the Health and Wellbeing event was managed and provide suggestions or recommendations for the next event. All completed feedback forms will be entered in to a prize draw with an opportunity to win prizes such as a Pamper session at the China Fleet Club, Meal out, Fruit Basket and more.




babcock trusted to deliver™ ROYAL NAVY Interserve Ingenuity at work

Leading the fight against dementia Alzheimer's Society age UK Love later life Dementia Friends Fundraising for Brain Tumour Research

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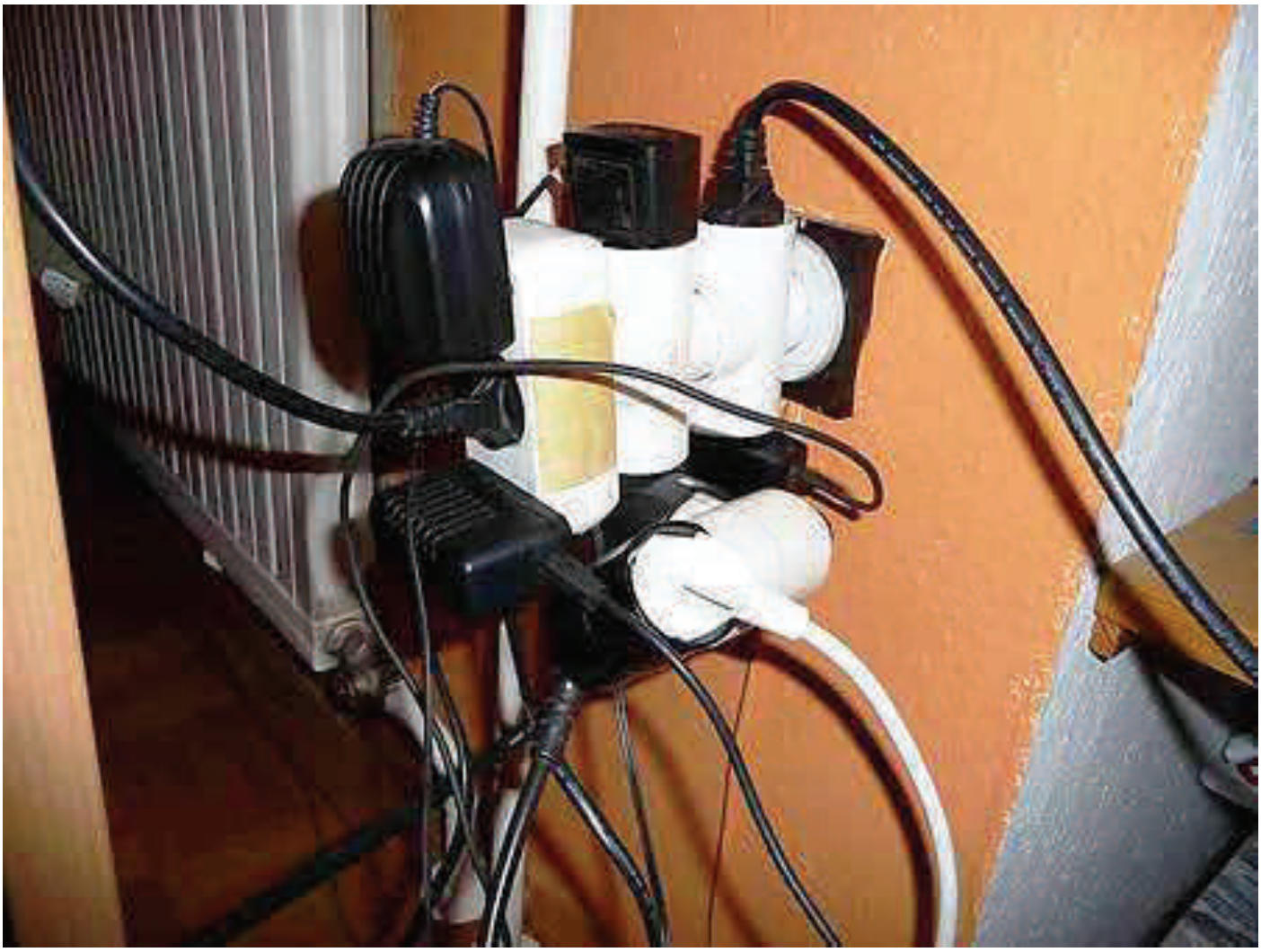
# …and finally

***Sponsored by:*** *Safety Culture Improvement Team*



## SCIT comment

***"It's beginning to look a lot like Christmas!"***

At this time of year there is a temptation to plug a few more electrical items such as Christmas lights, decorations, chargers for electrical devices, heaters etc than we should - and then forget about them. Try and avoid your plugs and sockets looking like this extreme example and visit a website that can provide guidance on what you can plug into a 13 amp socket by using this link:

Overloaded Socket Calculator