

Bush serious accidents—November 1993

Logging

Serious accidents 16

Activity	Cause	
Skidwork	1 Hit by falling object	5
Felling	5 Hit by moving object	3
Trimming	2 Hit object	4
Breaking out	1 Slip/slide	1
Driving/operating	1 Kickback	1
Travelling	3	
Cartage	1	
	<u>14</u>	<u>14</u>

External agency	Type of injury	
Chainsaw	1 Fracture	1
Log	2 Sprain/strain	3
Tree	1 Amputation	1
Tree (part top)	3 Laceration	4
Loader	1 Bruise	1
Rigging	1 Crushing	1
Vehicle	4 Multiple	3
Dead spar	1	
	<u>14</u>	<u>14</u>

Body part

Head	2 Back	1
Shoulder	1 Leg	1
Arm	1 Foot	1
Hand	1 Multiple	4
Trunk	2	
		<u>14</u>

Forestry and tree work

Serious accidents 2

Activity	Cause	
Thinning	1 Contact object carried	1
Tool maintenance	1 Slip/slide	1
	<u>2</u>	<u>2</u>

External agency	Type of injury	
Chainsaw	1 Multiple	1
Handtool	1 Laceration	1
	<u>2</u>	<u>2</u>

Body part

Arm	1 Hand	1
		<u>2</u>

The above accidents were reported to Health and Safety Inspectors (Bush) during November 1993.

Hauler accidents

Over the last few months we have had a number of accidents in hauler operations. Most of these accidents have been as a result of poor work practices particularly by people responsible for the breaking-out phase of the operation. We must remember that the hauler operator is reliant on directions from the breaker-out and at many times cannot see what is happening at

the break-out point due to the topography and the location of the hauler. The responsibility is therefore directly on the breaker-out to make sure that they have hooked on the drag correctly and are in a safe position before signalling the break-out. Failure to carry out these basic tasks has resulted in a fatality and a number of serious accidents in the past year.

Lets look at some tips to make sure that the breaking-out part of the hauler operation is carried out in a professional and safe manner.

Some of the safe work methods below may not apply to the operation you are involved in but the correct stropping of the drag and position of the breaker-out when signalling the break-out, are the critical points.

- When gear is returning to the bush, particular care must be taken to stand well outside the true line of the operating ropes. If the gear gets fouled on a snag, these ropes can tension quickly to the true line even though they may have been working for sometime away from the true line because of an obstruction or lay of the topography.
- Do not work or stand under any operating rope or any elevated rigging. Wait until the rigging has stopped swinging or the strops have been slackened to the ground before approaching. When waiting for slack, keep well to the side.
- Strops must be placed at all times as near as practicable to the end of the log or tree. As a rule this distance should not exceed one metre. Exception: Where, for practicable reasons this is not possible and the log or tree has the potential to end for end or swing, the breaker-out shall notify the hauler operator. When advised, the operator shall take additional precautions to ensure all persons and mobile machinery on or about the landing area are in the clear.
- Short logs in the drag must be correctly stropped as they are more likely to end for end or be thrown or bounce out of the haul path. Any unstropped logs riding in the drag must be dropped from the drag or correctly stropped before the haul is started.
- If an extra strop or extension is to be used, shorten up before sending the drag in or notify the hauler driver so that they are aware of the situation.
- Before signalling the break-out, move to a safe position:
 1. Out of the rope bight;
 2. Back behind the uphill side of the drag;
 3. Out of the reach of any log swinging or upending and at least the length of the longest log away;
 4. If possible, into a position where movement will not be restricted.
- Watch carefully at break-out. If the drag is fouled, stop the hauler and investigate. Do not try and remedy by over exerting the ropes, spar, rigging, tie-backs and hauler.
- If the drag is to be followed to the skid, stay well behind to avoid any log which upends or swings. Short logs in the drag can be particularly dangerous. Stay to the side well away from the line of haul or the true haul line and therefore be in a safe position if there is log movement or sudden tensioning of any operating ropes.
- Remember that the most common causes of hauler accidents in the last few months have been the failure of people to have adequate clearance from operating ropes and being hit by rigging, logs upending and swinging, or struck by the ropes as they have been suddenly tensioned.