



Safety Update

Date: May 25, 2018

Alert Summary

Thirty-two new injury prevention opportunities (ALERTS) were submitted last week. Two of these have been resolved due to the successful implementation of proper control measures. The remaining items will be addressed through the ALERT process.

CATERING AND RETAIL SERVICE

EAG-8155 Salish Eagle

There is no safe way to put out a fire on the top or by the flat top grill area. The high fog does not reach and there is only a Carbon Dioxide fire extinguisher nearby.

ALB-8148 Queen of Alberni

The hand soap in crew areas is extremely drying for skin and can cause irritation, drying, cracking, and bleeding for employee's hands.

ALB-8147 Queen of Alberni

The door at the top of the stairs leading into the crew area is very heavy and difficult to open.

ALB-8146 Queen of Alberni

Employees are complaining of overheating on the steam table and are concerned of the potential for heat exhaustion and stroke.

EAG-8133 Salish Eagle

Vessel Specific Manual, MED cards and the Chief Steward Sweep Assignment sheet conflicts with the muster for May 4/17 as to who is sweeping decks 2 & 3.

TERMINAL MAINTENANCE

POWR-8160 Powell River (Westview)

The washroom taps have low water pressure resulting in unhygienic situations.

SBMV-8145 Sidney Maintenance Yard

It took 4 days to deliver a battery for the automatic external defibrillator from Richmond to the Sidney maintenance yard.

HSB-8139 Horseshoe Bay

The metal grate at the #1 upper berth exit lane is broken and could cause an injury or vehicle damage.

HSB-8138 Horseshoe Bay

A young Bowen Island student was observed climbing onto the walkway roof by the Upper Berth.

Safety Update

DUKE-8134 Duke Point

After a service request dated February 17, 2018 and numerous e-mails, the exterior light for the diesel fueling station has not been fixed. (Resolved)

FLEET OPERATIONS

ORC-8159 Salish Orca

The shore break rocks under the ramp hinge are falling due to prop wash undermining. Children continue to play here in the danger zone even with signage present.

EAG-8156 Salish Eagle

The terminal oversold a sailing by 12 in Tsawwassen and 6 in Vesuvius Bay putting stress on staff.

BQ-8154 Bowen Queen

The #2 anchor sticks. It only lets go after 8 to 10 bumps with a mallet.

ORC-8153 Salish Orca

The turnout gear has not been cleaned in over a year. This is unsanitary.

NADV-8143 Northern Adventure

A garbage truck loaded at Klemtu leaked a large quantity of maggots onto the vehicle deck. The hazard was compounded by clean-up efforts coinciding with food stores being delivered via the vehicle deck.

SWBCST-8132 Swartz Bay Catering Stores

The hoist for stores is moving back towards the vessel even when buttons are not being pressed by the operator. We were told the vessel was listing but this is not the reason based on my observation.

NIP-8131 North Island Princess

An employee drove down to board the ship without going through the ticket booth and boarded the vessel while the walk-on passengers were starting to board. A cone was in place of the barrier, which is broken. (Resolved)

ALB-8130 Queen of Alberni

Foaming hand soap Vert-2-Go contains chemicals and citric acid. This caused a red skin reaction to some employee's hands. It is located in employee washrooms, galley and public washrooms.

SOVI-8129 Spirit of Vancouver Island

No safety vest or cuffs are available on board the SOVI.

TERMINAL OPERATIONS

TSA-8162 Tsawwassen

Ticket Agents cannot see into the back seat of new cars to count passengers due to factory window tints.

TSA-8161 Tsawwassen

The wheelchair ramp was elevated a few inches with no one around. I did not notice and tripped over it.

Safety Update

TSA-8151 Tsawwassen

A tugger driver could not produce the daily equipment checklist.

TSA-8150 Tsawwassen

A tugger operator stopped and jumped out of the tugger. It appeared they were not using a seat belt.

TSA-8149 Tsawwassen

Tugger was tagged out- "Cart Defective Hazard - Do Not Operate".

The Supervisor allowed an operator to use it to get new employees from ticketing.

LANG-8144 Langdale

Langdale Waste Treatment Plant was unable to contact the emergency on-call technician dispatch (contractor).

DEP-8141 Departure Bay

The terminal mess area is not cool enough to allow for proper cool down periods during hot weather, which creates risk of heat exhaustion.

HSB-8140 Horseshoe Bay

Somebody threw away all of the lids for our disposable cups, which caused me to spill my drink on my hand.

HSB-8137 Horseshoe Bay

The Unit 44 position is not safe to be done by one person on a busy day, especially with new hires

HSB-8136 Horseshoe Bay

The chairs in the foot booth need proper back and arm support.

ENGINEERING

DEAS-8152 Fleet Maintenance Unit

Emergency Response button was hit and there was no response as the siren is not loud enough.

ALERT-SKEN-8157 Skeena Queen

Shore cables are an uneven length.

ORC-8158 Salish Orca

Bohamet door is not opening on emergency push button, nor key switch or normal operation.

There were no new ALERTs in Supply Chain Management, Commercial Services, Catering Stores, Office or Other.

For more information on a specific ALERT, please see your worksite's SMS [dashboard](#).

Safety Briefing Tips / Ideas

Musculoskeletal Injuries (MSIs) and Ergonomics

Most people have heard of *ergonomics* and think it is something to do with their chair or their mouse – and it is - but it is so much more. Ergonomics is the process of designing or arranging workplaces, products, equipment and systems so that they 'fit' with the people who use them.

Work-related *musculoskeletal injuries* (MSIs) can be prevented by applying ergonomics principles. The application of ergonomic principles helps lessen muscle fatigue, reduces the number and severity of work-related MSIs, and often increases productivity.

MSI injuries occur when **WORK LOAD** exceeds **TISSUE TOLERANCE**

MSIs affect the muscles, nerves, blood vessels, ligaments and tendons. Workers at all of our worksites are exposed to risk factors, such as lifting heavy items, bending, reaching overhead, pushing and pulling heavy loads, working in awkward body postures and performing the same or similar tasks repetitively. Exposure to these known risk factors for MSIs increases a worker's risk of injury.

So applying ergonomic principles comes down to **identifying and controlling risk factors** that increase workload or drive down tissue tolerance.

We will use a silly example to illustrate the point. Imagine a cook who obsesses about keeping the front of their uniform clean and thinks the best way to avoid grease splatter is to use only use the back of the grill. Their uniform stays clean for longer periods, but their back muscles have to work much harder while bending forward to reach the back of the grill for a prolonged period. If they keep working in this awkward posture, their back will fatigue and start to ache. Given enough time, the back might give out completely and go into painful spasms.

The savvy supervisor, who understands ergonomics, understands that the cook will have to bend over less often, in order to be successful in their return to work. They re-assess the workstation for any potential/hidden risk factors that may have been missed and realize that a discussion around expectations for a clean apron and guidance to stand up straight and use the front of the grill will suffice. After a review and discussion with the cook, the cook has a successful return to work. Not only does the cook's back feel better, but they understand the expectations for a clean apron. The supervisor asks the cook to share their story at the next Safety Briefing. Communication, ergonomics awareness and education are a powerful and effective combination.

It is very important to apply risk analysis into ergonomic assessments. It isn't enough to know where workers are performing tasks involving large forces or awkward postures. You also need to consider the duration or frequency in which the worker performs the task. You can then prioritize the riskiest work and apply corrective actions to those activities that are most likely to cause an injury.

RISK OF INJURY = INTENSITY x TIME

Safety Update

Supervisors and Site Safety Committee members can use this knowledge to identify areas in our operations that are at a high risk of causing injury. Keep these concepts in mind the next time you conduct a workplace inspection. You can always call on your Regional Safety Officer (RSO) if you want more help applying ergonomic principles.

> [BCF Intranet / Safety Links / ISM Designated Person & Org Chart / OSH](#)

Our annual Come Sail Away TEAM Challenge is back!



As you may recall, it is 21,600 Nautical miles to sail around the world once, which is equal to 40,000 kms or 1.72 million points on Sprout. Through tracking physical activities on Sprout (our very own health and wellness platform), we're challenging BC Ferries as a group to hit that goal ... THREE times! Last year BC Ferries sailed around the world 2.4 times so we're confident that extra push to get to 3 will be a breeeeeze! **As of May 1st**, track any and all activities from the **Cardio, Play, and Strength** categories on Sprout to help BC Ferries sail around the world!

Find Sprout: [BCF Intranet / Benefits, Health / SPROUT](#) or via [sailsafe.com](#)

Or go direct to the challenge page [here](#).



SMS Safety Flash



Stay in the loop with the latest SMS news & fleet-wide shared learnings.

[Safety Flash](#)

Safety Flashes are always available on the SMS Dashboards or BCF Intranet/Safety Links

Employee Occupational Injuries

Since all accidents are preventable – what key safe behaviours would have prevented these accidents and what will **you** do to prevent recurrence in your own workplace?

In the past week we experienced the following time loss injuries:

Bruised Elbow – An Engineer was descending a vertical ladder carrying a bucket of tools and struck his left elbow on a platform.

Ankle Sprain – A Van Driver was descending a stairwell and stepped awkwardly on to his left foot.

Dislocated Shoulder – A Deckhand experienced severe right shoulder pain while picking up a fire equipment bag.

Back Strain – An Engineer was performing routine work and working in an awkward position when he experienced acute back pain.

Severe Hand Laceration – A Seasonal Galley Helper attempted to crush a can for recycling by crushing it against the counter. Her hand slipped and was severely cut on the edge of the can.

Date: April 1 – May 22	2017/18	2018/19	2018/19 objective is to reduce injuries and to reduce days lost by 18% over last year
All employee injuries including time loss	188	188	0% change
All employee time loss injuries	17	37	118% increase