

# Safety Update

Date: April 1 – October 18

## Alert Summary

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

Questions or concerns regarding the ALERT process can be forwarded in confidence to [alerts@bcferries.com](mailto:alerts@bcferries.com). This address is monitored by one Bargaining Unit and one Management representative. This is not intended for ALERT submission.

### FLEET OPERATIONS

BSC-8599 Baynes Sound Connector

The night watch is being repeatedly cancelled, leaving the ship unsecured and potentially unsafe for the morning/call out crew and passengers.

INS-8592 Coastal Inspiration

There is uncertainty in the engine room crews as to what is expected of them at seven short one long evacuation signal. The phrase "leave the Engine Room" is vague.

INS-8591 Coastal Inspiration

The waterspout of the steam kettle sticks out at knee height. This has already resulted in at least one injury.

INS-8590 Coastal Inspiration

With the change of the muster list, the Marine Emergency Duty (MED) numbers do not match with the radios. For example, Occupational First Aid (OFA) now is MED 10, but still has radio 14.

INS-8589 Coastal Inspiration

The exterior safety gates on deck 5 are secured with plastic cable ties, as the locks on deck 4 gates and walkway fail. Deck 3 locks are being used as we replaced approximately 7 pad locks and these need to be purchased and replaced.

KWUN-8588 Kwuna

Because of IAR Kwun 3804, an ergonomic review of the bridge equipment was completed on Oct. 16<sup>th</sup>, 2017. Item #1, steering and requirement to look up, has not yet been addressed in any way.

INS-8586 Coastal Inspiration

The Coastal Class muster list is flawed.

TACH-8583 Tachek

The deck 2 stern gate is damaged and requires repair. Maneuvering the gates in their present condition is an injury waiting to happen.

# Safety Update

TACH-8582 Tachek

Fire mains 2-1 and 2-2 have no isolation valves. The standpipe for both hydrants is also unprotected on the car deck. If damaged by a vehicle, it would not be possible to isolate it without isolating emergency fire pump.

## **TERMINAL OPERATIONS**

NANH-8600 Nanaimo Harbour

The vehicle booth computer often does not work. I risk tripping in traffic or falling downstairs when having to use the foot booth computer to ticket vehicle traffic.

STB-8598 Sturdies Bay

We remove water from the hydraulic power unit, which is immediately below and beside 600-volt equipment and there are no safe work procedures to follow.

ALERT-\* Sturdies Bay

Removal of rat poop from hydraulic power unit was required. Floor grates could not be removed without awkward lifting which increases the risk of an MSI.

DEP-8596 Departure Bay

Need a sliding gate for easy access into Departure Bay on the right hand side. The tower sliding gate is unsafe for doing drops.

HSB-8595 Horseshoe Bay

A cleaning chemical agent was used on the dock shed floor after a spill. No information was passed on to the morning crew about the incident or the cleaning agent used to treat the spill.

SALB-8580 Saltery Bay

A ground level access cover to electrical has been broken and when stepped on, it flips open. It is the rectangular yellow access in the walkway, right outside the waiting room.

## **CATERING AND RETAIL SERVICE**

OAK-8594 Queen of Oak Bay

Queen of Oak Bay was under crewed on a very busy Saturday due to concerts and events in Vancouver driving the passenger counts up.

INS-8593 Coastal Inspiration

On a C license with 10, catering staff, who is assisting the OFA with gear or other equipment?

INS-8585 Coastal Inspiration

It is extremely dangerous for crew to sweep the car decks individually during an emergency.

ALERT-\* Spirit of British Columbia

It is extremely busy and there not enough crew. Long weekend workloads and running with a bare minimum amount of crew makes it very hard get duties done safely. This makes workers load too much causing rushing, over lifting and stress making the crew prone to injuries.

## **FLEET MAINTENANCE UNIT**

ALERT-\* Fleet Maintenance Unit (FMU)

A contractor cut a deck insert without removing the paint. The ventilation setup exhausted burnt paint fumes to the FMU plumbers.

# Safety Update

## DEAS-8581 Fleet Maintenance Unit

There is insufficient isolation of the air start system on Sea Wolf in the engine room. The chain used to isolate the ball valve did not contact/restrict the lever. (Resolved)

## DEAS-8578 Fleet Maintenance Unit

The eaves troughs around the Life Saving Appliances (LSA) building are leaking, making the entrance wet and slippery. This could be compounded with ice and icicle hazards in the winter as well.

## OFFICE

### HO-8584 Atrium

A new TV in meeting room 7A is at head height, creating a risk of staff hitting their heads on it.

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

ALERT-\*: *Tracking number pending*

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## Safety Briefing Tips / Ideas

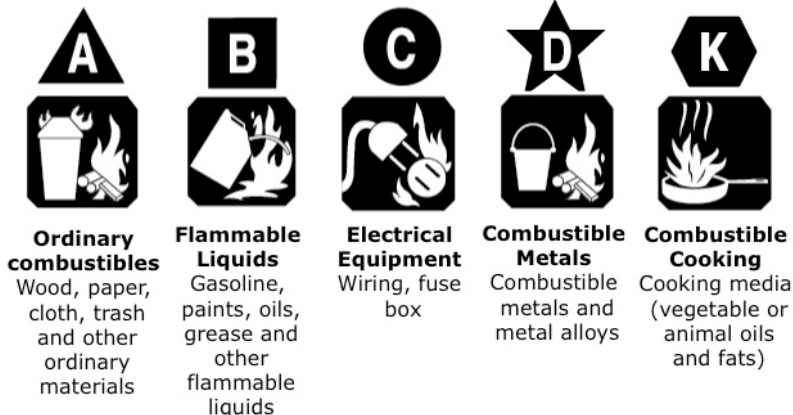
### First Response / Fire Extinguishers

At BC Ferries we rely on fast action to suppress any incident where ignition of materials may occur. First the alarm must be raised, then the initial response should be to assess the type of fire and see what extinguishers are available.

It is important to assess what kind of combustion or fire you are faced with. There are five types of fire:

- Class A – Ordinary combustibles,
- Class B – Flammable Liquids and Gases,
- Class C- Fires involving electrical equipment,
- Class D – Combustible Metal and Metal Alloys,
- K Class - Combustible Cooking media

### Fire Fire Classes



You should check around your work site for what fire extinguishers are available and what kind of fire you may be faced with.

Fire drills should include a review of your work space/area and allow time to know where and what tools are available if you are required to respond to a fire.

Some fire extinguishers can be used for multiple classes of fire. The work site should already have been assessed for what class of fire could take place and the correct extinguisher for the job is in place.

# Safety Update

The Table below illustrates the different fire classes and the fire extinguisher associated with each class.

Type Extinguisher	Fire	CLASS A	CLASS B	CLASS C	CLASS D	Electrical	CLASS F	Comments
		Combustible materials (e.g. paper & wood)	Flammable liquids (e.g. paint & petrol)	Flammable gases (e.g. butane and methane)	Flammable metals (e.g. lithium & potassium)	Electrical equipment (e.g. computers & generators)	Deep fat fryers (e.g. chip pans)	
Water		✓	✗	✗	✗	✗	✗	Do not use on liquid or electric fires
Foam		✓	✓	✗	✗	✗	✗	Not suited to domestic use
Dry Powder		✓	✓	✓	✓	✓	✗	Can be used safely up to 1000 volts
CO2		✗	✓	✗	✗	✓	✗	Safe on both high and low voltage
Wet Chemical		✓	✗	✗	✗	✗	✓	Use on extremely high temperatures

## Most Common

Accommodation- Water/dry powder

Electrical compartments – CO2

Galley – K class or wet chemical

Car Deck – Foam /Dry powder

Engine room – CO2 /Foam

## Use Age

While surveying your worksite, educate yourself on the fire extinguisher operation at your worksite. Before using the extinguisher on a real fire, test the unit off to one side before use.



### Increase your safety at home and at play!

Simply [logon](#) to *Sprout* and join the “**Living Safe**” group to receive weekly updates and to be a part of the growing conversation.

## 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?

### The following are recent time loss injuries that have been accepted by WorkSafeBC:

**Fractured Clavicle** – A Crew Scheduler was travelling to work on his bicycle in the early morning hour. As he approached the turn into BC Ferries property he reached into his backpack to grab his lanyard in order to activate and open a gate. As he did so the lanyard became tangled in his front wheel causing him to be thrown over his handle bars on to the ground.

**Heat Exhaustion** – A Deckhand experienced symptoms of heat exhaustion during his shift.

**Bruised Elbow** – While loosening a tight fastener, the ratchet/socket slipped off of the fastener, resulting in a bumped, bruised and sore elbow to a 3rd Engineer.

Date: April 1 – October 17	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	775	800	3% Increase
All employee time loss injuries	85	94	11% Increase