

SAFETY MATTERS

JULY/AUGUST 2019

A FIND IT-FIX IT RECORD

RLI co-op submits 25 finds in one month

Landon Richards, an RLI co-op, submitted a record 25 Find It-Fix Its during the month of June.

Richards says, "If I see something, I fix the problem so it doesn't create a bigger problem later on."

He adds, "If you think of everything you do during the day while out in the field, most of the time you're doing a Find It-Fix It and don't even realize it."

If he can't eliminate a hazard himself, he talks to a foreman or superintendent. "I try to do my part to keep everyone safe on site and make sure we do not have any

incidents that could have been prevented." He makes looking for finds part of his daily routine. "If you are walking the site, make safety something you look for."

Look for things that are easy to miss, he suggests. "The best advice I have received is 'Go where other people don't.' I try to do this every time I walk the site. It makes a huge difference because you get to see more of the project and find more issues."

"If I see something, I fix the problem so it doesn't create a bigger problem later on. ... If you are walking the site, make safety something you look for."
- Landon Richards, RLI co-op

Let's step it up
Can you submit at least two jobsite or office Find It-Fix Its per month?

We can help eliminate incidents by stepping up participation.



Landon Richards

Personal commitment to safety is 24/7/365, so when you eliminate a safety hazard outside work, fill out a Find It-Fix It form the next day.

For examples of Richards' finds, see the back page.

PREVENTING INCIDENTS

A subcontractor eliminates a hazard with Find It-Fix It

Eliminating hazards can mean checking facts and looking for answers – and not stopping until you know conditions are safe.

Dane Rank, a Dunbar Mechanical foreman who was working on an RLI project, thought he saw an issue with the pipe rack supports that his coworkers were installing to support 24- to 36-inch diameter piping.

His concern was that the steel did not look adequate to support the pipes when carrying a full load of chilled process water.

Rank decided to seek answers. He approached the RLI project team, who agreed with his concerns and submitted

an RFI to the engineer of record, requesting input.

The engineer came back with follow-up questions and after discussion, confirmed that the structural steel would not have carried the load of the full pipes – in fact, it may have caused a failure of the building structure.

In the end, the project team and engineer decided to temporarily shore the pipe as the crew replaced some supports and added others. The crew was able to keep working safely and meet the schedule

with no incidents. "We wanted to make sure we had a safe system in place," Rank said. "There was good communication between my guys and me."

"Dane and his entire crew from Dunbar did an excellent job participating in Find It-Fix It during this project."

- Adam Foltz
RLI project manager

It's another example of our Find It-Fix It program's value in preventing incidents - and documenting and sharing those safety successes.

"Dane and his entire crew from Dunbar did an excellent job participating in Find It-Fix It during this project," says **Adam Foltz**, RLI project manager.

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SET YOUR OWN FIND IT-FIX IT RECORD

If you're not submitting Find It-Fix Its regularly, here's how to get started

> Find It-Fix It record continued from front

If you're not submitting Find It-Fix Its regularly, start by paying attention to what you do every day.

Chances are, you're already finding and fixing hazards. Now, you need to get in the habit of submitting a Find It-Fix It every time you do.

Here are some of **Landon Richards'** finds:

FIND IT-FIX IT

Use the program to keep safety in the conversation

One of Find It-Fix It's greatest strengths is the program's ability to get people talking about safety and finding solutions. Here are some recent submissions:

Unsafe condition: Before starting a puddle pump, a worker inspected an extension cord and noticed a spot had melted through.

Solution: The worker cut the cord and disposed of it.

Unsafe behavior: A group of safety auditors were standing in the middle of a

Unsafe behavior: An associate was backing a Gradall into the road with no spotter.

Solution: Richards stopped the operator and acted as his spotter.

Unsafe condition: A warning line on the roof had been torn apart by high winds.

Solution: Richards fixed the warning line with new caution tape.

Unsafe behavior: An associate was not wearing earplugs as he was using a large impact wrench.

Solution: Richards gave his coworker earplugs.

Unsafe condition: A trailer hitch did not have a safety pin.

Solution: Richards found a pin in a gang box and put it on the hitch.

Unsafe condition: An extension cord was lying across the floor with nothing plugged into it.

Solution: Richards coiled the cord and put it in the gang box.

travel path as a truck was being unloaded.

Solution: A worker asked the group to move behind the barricades.

Unsafe behavior: While filling an excavation with flo fill, a worker felt a vibration on the wall of the building. He stopped work and went inside to find a subcontractor coredrilling a hole through the wall.

Solution: The worker stopped the subcontractor and explained that before doing this type of work, he needs to always check the other side and barricade it off or use a spotter.

Unsafe behavior: An operator was told the straps were good to lift equipment, but one strap was not seated on the hook.

Solution: A worker stopped the operator and pointed out that the strap was caught on the point of the hook instead of at the bottom where it should be. The spotter fixed the strap.

Unsafe condition: A worker was tied off and sitting on the top rail of a scissor lift.

Solution: A worker explained to him that you cannot sit or stand on the rails of equipment.

CHOOSING TO STAY SAFE

GEM electricians stopped work and spoke up when conditions changed on a project

Stop and discuss the plan when conditions change - that's a key part of RLG's approach to safety.

It's exactly what **Brian Wiemken**, GEM electrician foreman and **John McGrain**, GEM electrician, did when they felt concerned about safety on a recent project.

The GEM electricians and the mechanical contractor were reviewing the pre-task plan for handling lockout/tagout. The lockout/tagout equipment had not yet arrived on site.

As the mechanical contractor began testing the equipment, the owner's consultant started opening valves with the system still energized.

Wiemken and McGrain were concerned about possible burns, because the pipes

had open connections to their work area.

"I said, 'We need to step back,'" Wiemken says. "GEM doesn't want us to work in that kind of environment and we don't either. I told the electrical engineer, the mechan-

"We raised the issue, not for notoriety or to get credit, but so John and I could go home safe that night."

**- Brian Wiemken
GEM electrician foreman**

ical engineer, the owner and the consultants that we needed to slow it down and lock some things out before we started working."

Wiemken and McGrain decided to work in

another area until the next day when the system could be properly locked out.

When the GEM electricians returned the next morning, they learned that an incident happened after they left for the day.

An owner's technician worked again on the energized system and sustained minor steam burns when a probe that should not have been under pressure shot out of the tank.

That day, the mechanical contractor was put in charge of lockout/tagout, requiring everyone on site to request permission to work on the pipes.

"We raised the issue, not for notoriety or to get credit, but so John and I could go home safe that night," Wiemken said.