

Birmingham Health, Safety & Environment Association

721 Hagley Road West
Quinton, Birmingham B32 1DJ
Email: secretary@bhsea.org.uk
Website: www.bhsea.org.uk
Tel. No. 07802 973795

Registered Charity No.: 255523

Secretary: *Andrew Chappell C.Eng., MIET., Dip.E.E., CMIOSH, MCMI*

Newsletter

August 2011

Welcome *to Our New Members*

We wish to extend a warm welcome to the following members, who have recently joined BHSEA: -

- Ian Brown, Production Manager, Marton Geotechnical Services Ltd.
- Nicholas Lawrence, Managing Director, Complire Ltd.
- Lizz, Fields-Pattinson, Occupational Psychologist, JOMC Ltd.
- Ralph Brown, Director, August Windows & Conservatories Ltd.
- Paul Freeman, H, S & E Manager, Webster & Horsfall Ltd.
- Jon Whitlock, Deputy Managing Director, Irvine Whitlock Ltd.
- Stephen Jones, H R Manager, West Midland Safari and Leisure Park
- Christopher Hopkins, Barrister, Pinsent Masons LLP
- Steve Lewis, Lead HSEQ Manager, Mace Group, Birmingham Gateway Project
- Andrew Molineux, Company Secretary, G.T.Wall & Sons Ltd.

Monthly Meeting 13th June 2011

The Secretary, **Andy Chappell**, opened the meeting by welcoming the Members and Speakers. He said that apologies had been received from Chairman, Ed Friend, Vice-Chairman, Dalvinder Masaun, Gerry Mulholland, Mark Hoare, Gill Bridger, Bill Parker, Gordon Self and Samantha Field.

The Secretary then invited David Hughes to give his advertised "Members' Corner" presentation on Fork Lift Truck Training for Pedestrians, which is reported at the end of this Newsletter.

The main speakers were introduced by BHSEA Council Member, Tim Prestage who had dealt with the Company for many years. In order to avoid any confusion, Tim added that despite their identical surnames, the two speakers were not related!

Presentation: The Safe Use of Gas at Work

***Andrew Williams, Managing Director and Nigel Williams,
Development Engineer, Rainsford & Lynes.***

Andrew Williams said that Rainsford and Lynes was, and still is, a family owned firm that had started business some 150 years ago, manufacturing brass fittings for a wide range of industries. In the 1950s, Andrew's great uncle, Bob Lynes, saw a blowtorch, powered by town gas, featured on the TV programme, Inventors' Corner. He quickly acquired the patent from Messrs. Ball and Finch and the new product became a top seller under the "Bullfinch" brand! They then tried out the newly introduced cylinders of LPG and discovered that a new range of designs would be needed.

The torches also needed regulators to control the lpg pressure and these were developed, together with other fittings and accessories. Heaters, furnaces for heating bitumen and tar and lpg gaslights also followed, in response to demand. The product range also included unusual items like CO₂ enrichment appliances for greenhouses, gas pokers for barbecues, an imported marquee heater, and utility points on caravans and motor homes. The latest novel appliance is a Jubilee Beacon, which was used in the celebration to illuminate Hadrian's Wall last year. It will be used as a Church Tower Beacon for the Queen's Jubilee next year and Andrew displayed an example, although it couldn't be lit because we were afraid that the BMI would go up in smoke!

Obviously, Safety is an important issue in the design and use of Bullfinch products and Andrew mentioned the two pages dealing with this important subject in the company's catalogue and on their website. An extremely good leaflet is downloadable in two parts from the www.bullfinch-gas.co.uk link. It gives many crucial hints on product performance, selection and use, together with shut down procedures.

At this point, Nigel Williams took over and, with the aid of a transparent Butane container, demonstrated how the liquid gas boiled inside. He also showed the effect of freezing that occurred when the demand for gas was too high. He went on to point out the regulator that reduced the pressure of 3-4 Bar inside the cylinder to approximately 37mbar at the torch appliances. In order to match the gas supply to the demand, it is necessary to determine what the appliance operating pressure is and what rate of flow is needed.

Nigel continued by saying that, because the gas is odourless, a distinctive smell was added to aid detection. Another risk control measure is the Bullfinch Gas Test Kit, which is essentially a soapy liquid that is intended to be brushed over the regulator and gas connection points, before use. Any leaks would be shown up by bubbles in the liquid. He also emphasised that the correct way to turn off the supply after use was to always close the Regulator Valve first, so that the contents of the hose were burnt

up by the appliance. That prevented accidental seepage of gas from the system overnight, especially in enclosed spaces, and the creation of an explosive atmosphere at the start of a shift. Another tip was not to open the regulator valve too wide because it would take too long to close in an emergency! It was also essential, he added, to match the hose sizes to the tails on the brass connection fittings so that a reliable gas-tight connection could be made.

Nigel then discussed the use of lpg on fork lift trucks where the gas cylinders where a different design of internal dip tube was used to allow the container to be placed on its side. The conventional cylinder would not work for very long on its side and, fortunately, they had different markings to prevent incorrect selection.

Another recent addition to the product range is the Firepower, cylinder mounted torches with Piezo-electric ignition using MAP/Pro gases that burn with a higher intensity than Propane. These are much lighter than the hose fed systems and designed for flexible applications involving more high-tech work. They have built-in regulators with a double valve for inverted working.

Another popular item in their range is the Super Glow radiant heater, where the frame is designed deliberately to prevent the radiant surface from being used in a horizontal direction to heat liquids. It is also fitted with Oxygen-depletion devices to cut of the supply if Oxygen levels are too low!

Members' Questions

Warwick Adams of Interserve Construction Ltd. asked if it was possible to use multiple cylinders to increase the gas supply. Nigel referred him to Page 9 of the product brochure, which showed two connected by a 'Y' Manifold. The same fitting could be used to connect two regulators to one cylinder, he added.

In answer to a question about the risk of flashback, Andrew Williams said that could not occur because the appliances are 'air-aspirated'. Only where gases like Oxygen and Acetylene are mixed together could a flashback occur because O₂ causes an explosion.

Mike Morton of Dudley MBC asked if Bullfinch supplied integral guards. Andrew Williams replied that they did not because all their appliances were separate and not fixed units.

As there were no other questions, the meeting was closed and Tim Prestage thanked the speakers for a very informative and interesting presentation about a very important Midlands, family run business. The members joined in the thanks.

Members' Corner

Fork Lift Driver Training – For Pedestrians!

David Hughes, Hughes Business Services

David is a Past Chairman of BHSEA and has many years' experience throughout industry in the West Midlands. One of his principal business functions has been as an approved Fork Lift Training Instructor and his experiences over many years were the inspiration for today's Members' Corner presentation.

David's unconventional approach to this topic was given away in the title – because most employers do not give a second thought to training *pedestrians* in the black art of forklift driving. And yet, it takes two to have a collision and it's nearly always the pedestrian who comes off worst!

David's strategy is founded on the basic safety management principle of

“Removing/Reducing Hazards at the crucial FLT/Pedestrian interface. His main objective is to achieve this by raising pedestrian awareness of FLT-related hazards by targeted training. He considers that most employees in production departments, storage/warehouse departments and others (like visitors) who have access to Yard/Car Park areas are at risk. If all of these persons have a greater appreciation of the principles that make a good FLT driver, David maintains, then they are more likely to modify their own behaviour to reduce risk to themselves. In most companies, this means everyone, at some time, each day!

David Hughes, Hughes Business Services



The first point that David makes is that FLT drivers have a very restricted field of view, even if unobstructed completely by any load! So it behaves any pedestrian to view the movement of an FLT with extreme caution. A prosecution this week illustrates that only too tragically! The threat is aggravated, of course, by speed of travel, lack of audible warning (Electric trucks are so silent, gas trucks are very quiet

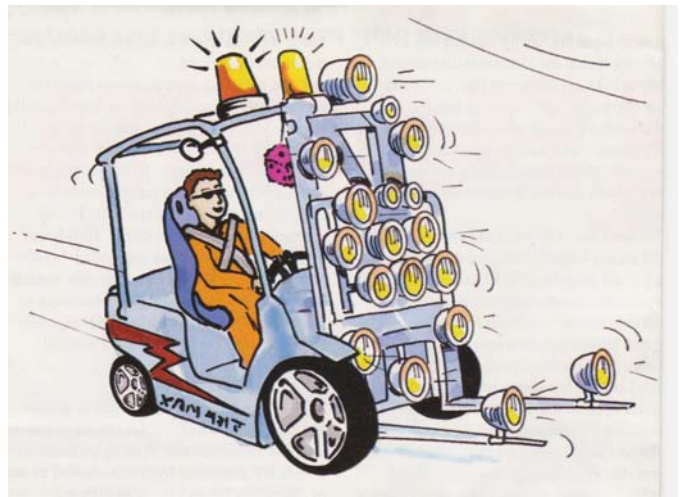
and even diesel noise is easily masked by ambient sound levels), instability when loaded and rear end swing when turning.

One of the best risk control measures to adopt, of course, is segregation of vehicles and pedestrians by use of barriers to slow down/divert pedestrians from collision areas. Establishment of segregated walkways is essential and it is crucial to provide separate doors at entrances and exits. The Moral there is – Always use them! Sometimes though, these exits can present hazards if door curtains get scratched and dirty, rise up in front of the drivers cab as the FLT passes through, reflect light, or even reduce the audibility of the vehicle horn!

David went on to say that the driver is also concentrating on many simultaneous risks, so that pedestrians must also make extra allowance for this source of distraction by being extra cautious. Darkness, Wet/Cold/Icy conditions can all reduce performance of the driver and/or the vehicle, in addition to causing the pedestrian to slip, trip or fall. An added factor here is the effect of poor maintenance, if FLTs are not regularly serviced and undergo a rigorous Daily, pre-Shift check. Unfortunately, David added, many firms operate on a “If it Ain’t Broke, Don’t Mend It” basis, which can lead to a progressively, deteriorating truck performance that aggravates all the other risks until an accident occurs.

Finally, David concluded, experience has proved that whilst most operators are *Sensible* and operate *Correctly* (more or less) Most of the time, Sadly there are some rogue operators who are rather ‘Macho’ and Operate Unsafely Most of the Time!

Pedestrians would do well to recognise the early signs of such aberrations and take early evasive action, whilst taking care not to collide with other pedestrians, of course!



His concluding advice was “Beware – being near to FLTs is potentially VERY DANGEROUS!

Election of BHSEA Council Members for 2012/14

As many Members will be aware, BHSEA is managed by a Committee comprised of Honorary Officers and co-opted members from a Council of Elected Members. The function of the Council is to draw on its collective professional experience to advise the Management Committee on how best to provide an appropriate service to further the objectives of the Association. It follows that the Council duty is vital to the continued well-being of the Association and we are keen to attract enthusiastic members of the Association to serve on it.

At the AGM in January 2012, we will be holding the bi-annual elections to Council and are appealing for any interested Members to apply for election. If you are interested in accepting this challenging task, why not get in touch with me as soon as possible to discuss the commitments involved? In the meantime, here are some points to consider: -

- **Do you** have a role that involves discussion, coming up with ideas, working with other people and promoting health, safety & environment?
If you do you could play a valuable role for BHSEA by becoming a Council Member.
- **What is involved?**
 - Attendance at Council Meetings, normally three meetings a year (with 'free' buffet - lunch), usually held at our offices in Quinton, Birmingham.
 - Participation in discussions by commenting on proposals and perhaps offering some ideas of your own.
- **How will you benefit?**
 - Networking with other Council Members from a range of industries, organisations and interest groups.
 - Development of your own safety role, interests and influence.
 - Opportunity to develop key contacts
 - Opportunity to broaden your knowledge and experience.

The Council Functions are to: -

- Fulfil the duties imposed upon them by the Memorandum and Articles of Association of BHSEA.
- Receive and consider reports from the Management Committee at half-yearly intervals, or at such other intervals that may be decided at General Meeting.
- To advise the Management Committee upon all matters connected with the business of the Association and the fulfilment of its objectives.

The Council Constitution is: -

1. The Honorary Officers for the time being.
 - The President of the Association
 - The Chairman of the Association
 - Vice-Chairman of the Association
 - One or more Vice-presidents of the Association
 - The Chairman of the Construction Section
2. TEN Councillors elected at the Annual General Meeting.
3. Such one or more Councillors co-opted by the Management Committee but so that the total number does not exceed **30**

Note: The ordinary Councillors shall be elected every two years at the AGM.

FIVE Councillors will constitute a quorum.

The Committee Functions are to Manage the Business of the Association, specifically: -

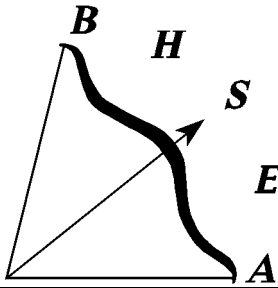
- by payment of all expenses of the promotion, formation, establishment and registration of the Association.
- exercise all such powers, with the advice of the Council.

Committee Constitution

1. The Chairman of the Association
- The Vice-Chairman of the Association
2. The Chairman of the Construction Section
- Any Member co-opted by the Management Committee to a maximum of TEN

Note: The minimum number of Committee Members for continuing to function shall be THREE.

If you decide that you are interested in being a Council Member, an application form is below.



Secretary: Andrew Chappell C.Eng., MIET., Dip.E.E., MCMI, CMIOSH

**Form for Nomination of BHSEA Member to serve on
Council or as Honorary Officer for 2012/2014**

I.....
(FULL NAME IN BLOCK CAPITALS)

of(Company).....

(Address).....

.....

.....

.....Post Code.....,

being a fully paid up member of BHSEA, wish to nominate the following fully paid up member,

.....
(FULL NAME IN BLOCK CAPITALS)

for election as a **Member of the BHSEA Council/Chairman/Vice-Chairman #** at the Annual General Meeting on Monday 9th January 2012.

(# Delete as Appropriate)

I.....
(FULL NAME IN BLOCK CAPITALS)

of(Company).....

(Address).....

.....

.....

.....Post Code.....,

being a fully paid up member of BHSEA, agree to this nomination.

Signature.....

**Note: This form, when fully completed, must be returned to the Secretary to reach him no later than 1st December 2011.
Candidates and their Supporter will be expected to attend the AGM on Monday 9th January 2012, to answer any questions put to them by BHSEA members attending.**

Date of the next Meeting

2.00 pm on Monday 12th September 2011
at the Birmingham Medical Institute

The Business Advantage for “Saving the Planet
Trevor Berry, Facilities Manager, GeoPost UK Ltd.

GeoPost has gained valuable experience in engaging in systems like ISO14001, Carbon Reduction Commitment and Green energy initiatives to gain Carbon Trust Status. As a commercial business they have done it because it is good business and enhances profitability.

Terry will try to show us how to gain from their experience.

Members’ Corner

Dr.Eric Hartmann – COSHH Case Studies

Don’t forget the buffet lunch at 1.15 pm!

In Memoriam (?)

We ***really*** don’t want to loose them BUT the following Members are about to be removed from our records for non-payment of Subscriptions

Construction Members	G050
C011	G053
C064	G067
C067	G072
C075	G076
C081	G078
C126	G093
	G097
General Members	G101
G017	G163
G028	G166
G044	T08

Your Membership Number is on the top right corner of your address label, so you can check it against this list. Please contact me on 07802 973795 if you think you have paid, or if you need to confirm the amount due!