



1. Quarterly Themes



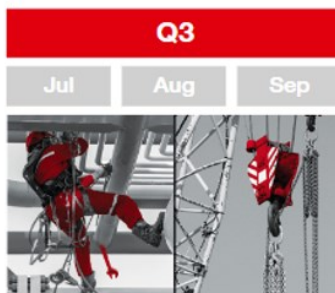
Prevention of Major Accidents

All available resources and links can be accessed from the [Prevention of Major Accidents](#) page or accessed via the [Focal Point Resources](#) area.

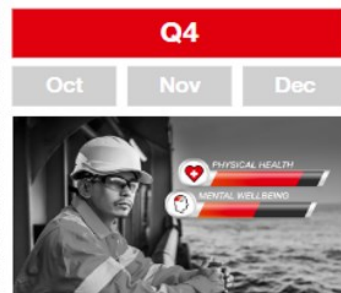
If you are unable to access the restricted Focal Point Resources area, contact: aimie@stepchangeinsafety.net



Prevention of Personal Injury



Safe Lifting, Working at Height and Preventing Dropped Objects

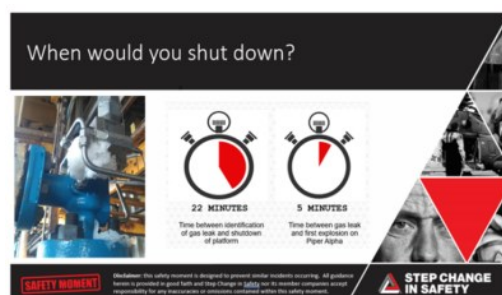


Wellbeing and Work Environment

Featured Resources:



[Process Safety Fundamentals – Interactive Resource](#)



[Safety Moment – When would you shut down?](#)

Event: 29th February at 10:00, location to be confirmed on invite

In this Safe Space, we will focus on a major accident that occurred in 2015. The presentation will include what happened, the story of one of the survivors, the causes of the accident, and what has been learned so far. Following the presentation there will be a Q&A session to share perspectives and experiences.

This event is viewed as a high value learning opportunity across the sector, which will only be shared with an invited audience out of the public eye of the media and press. This is the very nature of the “safe space” forum.

Target Audience:

- Managing Directors
- Leadership
- HSE Professionals

Please confirm if a member of your Leadership or HSE team would like to attend by confirming their Name, e-mail address and role with aimie@stepchangeinsafety.net – Invites and joining instructions will be issued on confirmation.



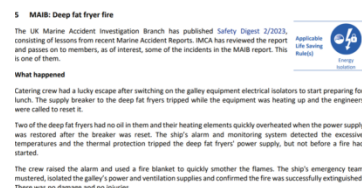
Safe Space Discussion

2. Safety Alerts & Moments

IMCA – Deep fat fryer fire

Catering crew had a lucky escape after switching on the galley equipment electrical isolators to start preparing for lunch. The supply...

[Download here](#)



2. Safety Alerts & Moments (continued)

IMCA - Workboat collision with wind turbine platform

A workboat collided with a turbine platform in an offshore wind farm, causing injuries to one of the crew and minor damage to the workboat...

[Download here](#)

MAB: Workboat collision with wind turbine platform

The UK Marine Accident Investigation Branch has published Safety Digest 2/2023, consisting of lessons from recent marine accident reports. IMCA has reviewed the report and passed on to members, as of interest, some of the findings in the MAB report. This is one of them.

What happened

A workboat collided with a turbine platform in an offshore wind farm, causing injuries to one of the crew and minor damage to the workboat itself. The incident happened during transfer of two teams to carry out maintenance task 1 on two different wind turbines. The master set minimum power ahead and steamed on a course between the wind turbines, intending to use the time to complete some administrative paperwork. He was working at the aft cabin table on the bridge, but had become engrossed in paperwork and lost track of time, when the boat, having no off-course, collided with one of the towers.

The workboat took the brunt of the impact on its off-centre protected bow section. The crewman was thrown against a shelf and sustained two broken ribs. The master assessed the crewman's injury and the damage to the workboat and returned to harbour to evacuate the crewman for treatment at the local hospital. There was little damage to the workboat other than small dents and abrasions.

IMCA - Chain hoist paid out unsupervised near running main engine

An electric chain hoist on the beam above one of the main engines in a vessel, was left unattended after use. The chain hook paid out and...

[Download here](#)

4 Chain hoist paid out unsupervised near running main engine

What happened?

An electric chain hoist on the beam above one of the main engines in a vessel, was left unattended after use. The chain hook paid out and coiled the chain onto the running main engine close to the generator drive shaft. The incident occurred when the chain hoist was being used to lower spare parts required for maintenance in the engine room. Two lifts took place above the running main engine. After their completion, the chain hoist was lifted into its highest position.

Later on, during routine rounds, the motorman observed the hoist's chain with hook to have "paid out" fully and created a dangerous condition near to main engine no.3. The chain was made safe and then removed from service for inspection.

3 Leak in hot water system for saturation divers

What happened

During saturation diving operations between bell runs it was noted that Divers Hot Water Unit #2 had a water leak. The leak was investigated and located, but was found to be in a place with very poor access. There was a small hole in a pipe, which on investigation was found to be a larger hole under surface corrosion.

The Dive Supervisors and Dive Superintendent were immediately informed about the issue, and diving was suspended due to there being no backup for the remaining Hot Water #1 Unit.

What went wrong

- Due to very limited access, it was not possible to inspect the tank outlet of the 4" closed circuit pipework;
- External corrosion had over the years completely corroded the down pipe in a very limited area.

What was the cause

- The direct cause: corrosion over many years;
- The root cause: The inaccessible location [for visual inspection] of the pipe.

IMCA - Leak in hot water system for saturation divers

During saturation diving operations between bell runs it was noted that Divers Hot Water Unit #2 had a water leak. The leak was...

[Download here](#)

IMCA - Leak in hot water system for saturation divers

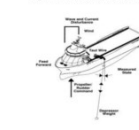
Whilst the Diving Support Vessel was conducting subsea diving operations, the bridge team recovered the taught wire pulling the divers from...

[Download here](#)

2 Divers lifted off seabed by Clump Weight

What happened?

Whilst the Diving Support Vessel was conducting subsea diving operations, the bridge team recovered the taught wire pulling the divers from the seabed to lift them above the diver's maximum excursion depth. This rapid change in depth had the potential to cause pressure induced injuries or injuries with direct contact with the taught wire clump weight. Thankfully, in this instance, both divers reported well post-transfer and following subsequent tests.



IMCA - Diver in the bell hit by falling object

A diver in the diving bell was hit and slightly injured by a water bottle containing a gallon of water (4.5kg). Diver #1 left the bell and...

[Download here](#)

1 Diver in the bell hit by falling object

What happened?

A diver in the diving bell was hit and slightly injured by a water bottle containing a gallon of water (4.5kg). Diver #1 left the bell and was handing over to the next bellman. In the bell the remaining divers were organising their gear before departing the bell. They were moving a partially frozen one gallon water bottle when a handle on a water bottle broke and the bottle fell into the transfer lock striking the diver #1 on left side of his head and then onto his shoulder.

The diver received medical attention; he had an abrasion on his head and a red mark on his shoulder. He was able to continue the Sat run reporting only minor soreness over two days, eventually back to normal.



Safer Together- Maintaining Process Equipment - Dropped Object

A Quick Actuating Closure (QAC) lid weighing 15.8 kg fell to a skid platform below from a height of 2.3 metres. The lid is part of a...

[Download here](#)

Learning Event

MAINTAINING PROCESS EQUIPMENT

HAZARD
Physical
(object at height)

Dropped Object

CONSEQUENCES
Actual: No harm to persons
Potential: This could have caused a fatality

WHAT ARE YOU DOING TO PREVENT DROPPED OBJECTS DURING INSPECTION AND MAINTENANCE OF PLANT AND EQUIPMENT?

2. Safety Alerts & Moments (Continued)

Moment – When would you shut down?

Time is critical. When would you shut down? Think about how a similar situation might occur at your site: If a gas leak is identified what...

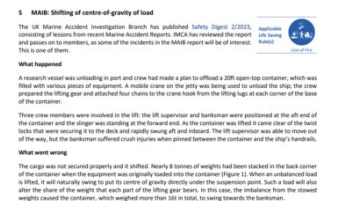
[Download here](#)



IMCA - Shifting of centre-of-gravity of load

A research vessel was unloading in port and crew had made a plan to offload a 20ft open-top container, which was filled with various pieces...

[Download here](#)



IMCA - Electrician injured in explosion

An electrician was badly injured while working on a switchboard. The circuit breaker was designed to be removed without the need to isolate...

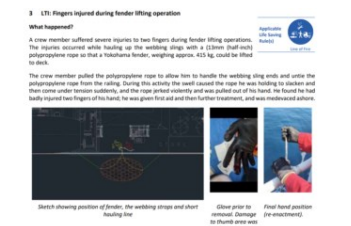
[Download here](#)



IMCA - LTI: Fingers injured during fender lifting operation

A crew member suffered severe injuries to two fingers during fender lifting operations. The injuries occurred while hauling up the webbing...

[Download here](#)



IMCA - LTI: gangway collapsed

A person was badly injured when a gangway collapsed as he was using it. The incident occurred when the injured person requested permission...

[Download here](#)



IMCA - Lithium-ion battery fire destroys vessel bridge

A fire started on the bridge of an oil tanker whilst alongside. Fire teams from the vessel extinguished the fire in less than half an hour...

[Download here](#)



2. Safety Alerts & Moments (continued)

Safer Together - Operating Mobile Plant - Contact with Live Electricity

The boom arm of a 25-tonne excavator contacted a 12,700 V overhead powerline causing the powerline to fall to the ground adjacent to the...

[Download here](#)



Incorrectly Supplied Air Horn – contained propane/butane propellant

While moving breathing apparatus rescue equipment in the habitat for the port slops tank, it was identified that the Air-Horns in use were...

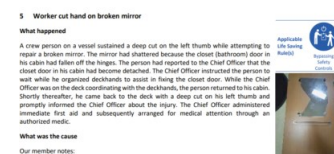
[Download here](#)



IMCA - Worker cut hand on broken mirror

A crew person on a vessel sustained a deep cut on the left thumb while attempting to repair a broken mirror. The mirror had shattered...

[Download here](#)



IMCA - LTI - Finger crush whilst operating safety gate

A crew member got his finger trapped in a hinged fall protection bar on a crane pedestal platform, causing a serious injury. The crew...

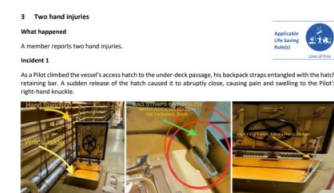
[Download here](#)



IMCA - Two Hand Injuries

A member reports two hand injuries. Incident 1: As a Pilot climbed the vessel's access hatch to the under-deck passage, his backpack...

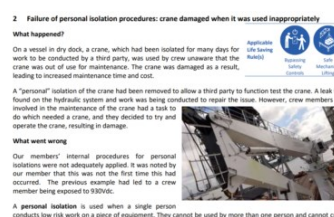
[Download here](#)



IMCA - Failure of personal isolation procedures: crane damaged when it was used inappropriately

On a vessel in dry dock, a crane, which had been isolated for many days for work to be conducted by a third party, was used by crew unaware...

[Download here](#)

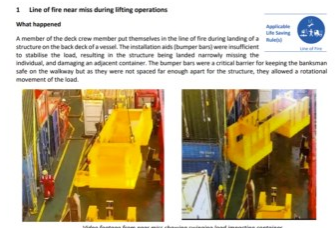


2. Safety Alerts & Moments (continued)

Line of fire near miss during lifting operations

A member of the deck crew member put themselves in the line of fire during landing of a structure on the back deck of a vessel. The...

[Download here](#)



Search or submit your own learnings via the [Alerts and Moments](#) page.

SUBMIT AN ALERT

If you have seen an example of good practice or know of a safety incident the industry can learn from we want to hear from you. Your submission will be reviewed and anonymised before being published.

[Get Started](#)



3. E – Learning Portal

You may have recently received an email from the Step Change in Safety Mintra Learning portal. We apologise if this email caused any phishing concerns.

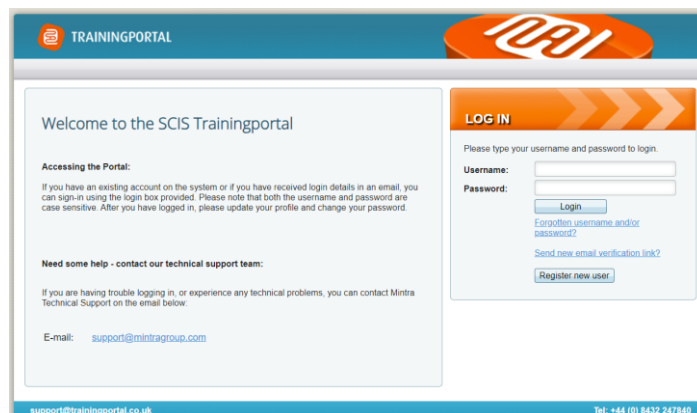
As you are an appointed focal point, you have administration rights to the **portal** for your company.

The attached “learning portal – Admin quick start” explains:

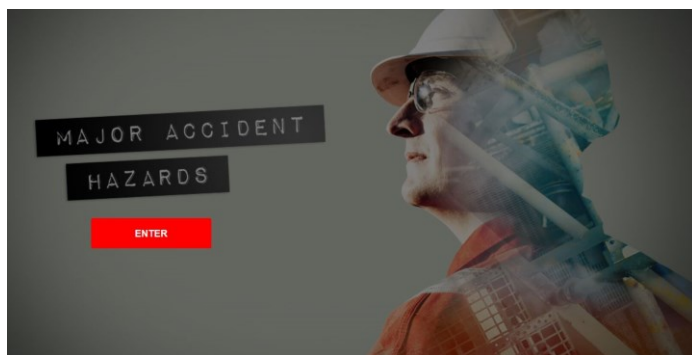
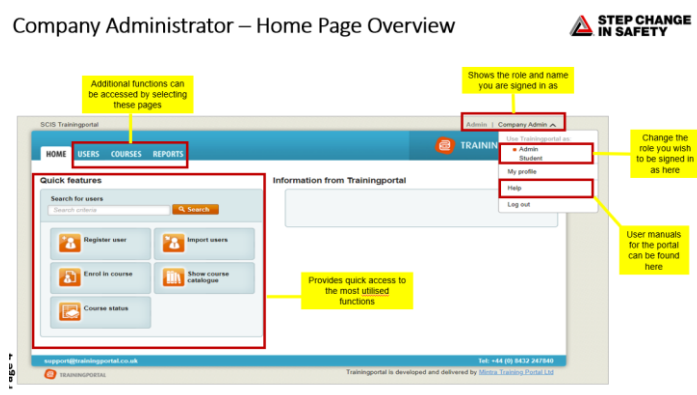
- How to access the portal
- How to register users
- How to enrol users onto courses

Courses available are:

- Major Accident Hazards
- Major Accident Hazards for Onshore Support Staff
- Process Safety Fundamentals



Company Administrator – Home Page Overview





4. Tea Shack News (TSN)

AWARD WINNING

TEA SHACK NEWS

WORKFORCE ENGAGEMENT SUPPORT TEAM **REBOOTED** WEST

ISSUE 5 • JANUARY 2024

GOOD PRACTICE: HIGHLIGHTING OPERATIONAL RISK ASSESSMENTS (ORAs) DURING SITE INDUCTIONS

The Tea Shack News team caught up with Calum Gray, OIM on the Thistle Alpha, to discuss what best practice looks like on the platform.

"I try to meet every flight to welcome personnel coming onboard. At the welcome briefing we chat through who is onboard now, any safety incidents which may have occurred over the past 6 weeks, what's going on just now, and any incidents from other assets which we can learn from. We talk about the major accident hazards onboard and the status of the barrier model, including which operational risk assessments we have in place which can affect any of those barriers.


"By meeting every flight, I know that I have given them the information and then it's up to the crew to make best use of that. If I can't meet them, one of the HSE coaches or the Deputy OIM does.

"The aims of our welcome briefing are to remind all oncoming personnel of the standards and behaviours expected on EnQuest assets. We talk about personal safety, environmental performance and standards, we introduce safety and environmental reps and tell them any other key information.

"We discuss the permit system and toolbox talks, chatting about best practice and then go on to look at ORAs applicable to tasks they will be carrying out.

"We focus heavily on informing people of ORAs because this is not something which should be in the background; they are things which could affect every one of us whilst we are walking around outside on the plant. We ensure the ORA is noted against the permit – we always keep the ORA and permit numbers together. Ultimately, we want everyone to be mindful that ORAs can affect everyone, not just the job you are working on. A bigger understanding of that instils a togetherness with safety at the core and a good team spirit on the platform.

Our briefing also covers lifesaving rules and human factors; for instance if you are feeling tired, tell your work mates, look after each other and don't allow someone to undertake a high risk task if they are feeling very tired. We always reaffirm that if you are in any doubt, stop the job! On the Thistle, nothing is so urgent or important that time cannot be taken to do it safely."



WOULD YOU RATHER.....BE EATEN BY A TIGER OR A LION?

It's not an easy answer. Lions generally live in vast, open plains and sleep for 23 hours a day. At the top of the food chain, lions can afford to be relaxed about where they snooze. Tourists flock on safari to see "the big 5" and lions are an easy spot.


Tigers, on the other hand, are much sneakier. They lurk unseen in thick grasslands, patiently waiting for a meal to arrive – then they pounce. Unsuspecting prey could be mere metres from this big cat and they may never realise it – save for the slightest twitch of the grass tips. But perhaps that's just the wind?

We can think of major accident hazards in the same way. Often they're unseen, lying invisible until they manifest into, for example, a hydrocarbon release.

We need to carefully tune into weak signals to spot them e.g. a culture of non-compliance.

On the other hand, occupational safety hazards are more obvious to spot – a trailing cable or a sharp edge. They're like the lions – still harmful but more easily identified and contained.

This issue of TSN, thinks about what we can all do to play our part in spotting and managing major accident hazards. Now, lions or tigers? At least lions give you a head start.



**STEP CHANGE
IN SAFETY**

Email: editor@teashacknews

www.stepchangeinsafety.net/teashack-news

#playyourpart

[Twitter](#) [Facebook](#) [LinkedIn](#) [YouTube](#)



- Released Quarterly
- [Issue 5 now available](#)
- Electronic format (can be easily printed at site)
- [Slides](#) for canteens, receptions etc are also available to download from the [Focal Point Resource](#) area
- Distributed to Focal Points and registered users of website
- Available for download from [website](#) and [Focal Point Resource](#) area

Please distribute the electronic copy to all safety reps, OIMs, site leaders and networks and consider printing off a few copies for canteens, tea shacks and notice boards.

TSN aligns with our quarterly themes and the focus for Q4 is Wellbeing and Work Environment.

A new feature is an online safety quiz which can be done as an individual or as a team. Why not give it a try at your next safety meeting!







Feedback from Focal Points tells us that readers would like to see more personal articles about people who work in industry.

We need you to help us find people who are willing to write articles or be interviewed. Please contact gillian@stepchangeinsafety.net for more information or to submit ideas.



5. Events

All events can be viewed and booked via the [EVENTS](#) section of the website

 <p>07 March</p> <p>Human Factors Quarterly Forum: Human Factors in Procedures</p> <p>09:00–11:30 4th floor, Annan House</p>	 <p>24 March</p> <p>Sunday Safety Session - Q1: Prevention of Major Accidents</p> <p>15:00–15:45 Online Event</p>	 <p>18 April</p> <p>ESR Forum - 18th April</p> <p>09:00–17:00 Union Kirk</p>
 <p>24 September</p> <p>ESR Forum - 24th September</p> <p>09:00–17:00 Union Kirk</p>	 <p>25 September</p> <p>OIM Event - 25th September</p> <p>09:00–17:00 Union Kirk</p>	 <p>15 December</p> <p>Step Change in Safety Annual Quiz</p> <p>15:00–16:00 Online Event</p>



æUK
HSE CONFERENCE
2024
8TH FEB
THU 07:45 - 18:30
P&J LIVE
ABERDEEN

We're Attending

If any Focal Points or colleagues are attending, please visit our stand where you will be welcomed by the Step Change in Safety support team.

You will have the chance to view our e-obs stand and take away available guidance documents as well as the newest edition of Tea Shack News. We look forward to seeing you.



5. Events (continued)

OIM Network Meeting

The first OIM Network meeting of the year is on Wed 7th Feb, 10.00-11.30, on Teams. We have an HSE Inspector presenting on inspection guides and issues found across the UKCS. The OIM Network is open to all OIMs and plant managers. Contact gillian@stepchangeinsafety.net for more information.



6. Q1 Focal Point Engagement Session

The Q1 Focal Point Engagement session is scheduled to take place :

9:30 Wednesday 21st February @ Annan House

Agenda:

- Welcome and Introductions
- Safety Moment
- Quarterly Themes Overview and Live Feedback with Menti
- Principles of Process Safety Leadership: Workforce survey
- Workgroup and Project Update
- Events
- AOB

There is a remote link available on request to those who are unable to attend in person due to location based.

If you have not received your invitation to attend, require a remote link, or would like to add to the agenda, please contact aimie@stepchangeinsafety.net.

Slides and supporting material from previous sessions can be viewed in the [Focal Point Network Teams site](#).