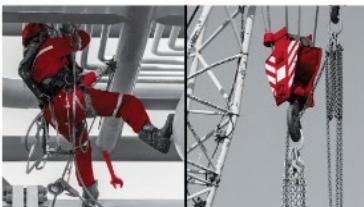




Quarterly Themes

Q3

Jul Aug Sep

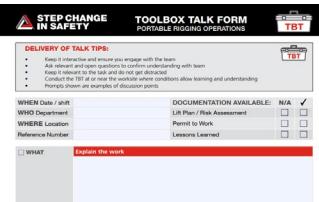


Safe Lifting, Working at Height and Preventing Dropped Objects

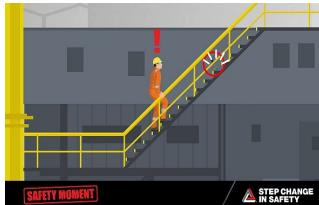
FEATURED RESOURCES:



[Lifting and Mechanical Handling Guidance](#)



[Lifting and Mechanical Handling Guidance](#)



[Animated moment – Work at Height – dropped object](#)

DROPPED OBJECTS

[Dropped Objects Pack](#)



[Crane Incident film and notes](#)



[Lifting Operations Pack](#)



[Prevention of Dropped Objects](#)



Safety Moment: This safety moment is designed to prevent worker accidents occurring. It is a reminder to always consider the risks and take steps to prevent accidents from happening.

STEP CHANGE IN SAFETY

[Safety Moment – Prevention of Dropped Objects](#)

TEA SHACK NEWS

[Q3 Quiz: Safe Lifting, Working at Height, and Preventing Dropped Objects](#)



- 10 questions
- Earn points by answering the questions correctly
- Earn extra questions by answering the questions quickly

[Online quiz](#)

All available resources and links can be accessed from the [Safe Lifting, Working at Height and Preventing Dropped Objects](#) page or accessed via the [Focal Point Resources](#) area.

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

INTERACTIVE RESOURCES:

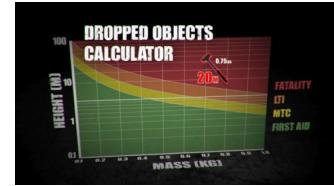
Access the Q3 interactive resource page [here](#)



[Dropped Objects – Static & Dynamic](#)



[Dynamic Dropped Object Case Study](#)



[Dynamic Dropped Object Case Study](#)



[Toppled Crane – Doorbell Footage](#)

Page 1

#playyourpart



Safety Alerts & Moments | 1 of 3

Safer Together: Operating a vessel – Person in the line of fire

An LPG carrier vessel was alongside a terminal preparing for a scheduled LPG loading activity. After the LPG carrier was secured, one of...

[Download here](#)

Learning Event

OPERATING A VESSEL

HAZARD Physical (object in tension/compression)

Person in the Line of Fire

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

WHAT ARE YOU DOING TO PREVENT LINE OF FIRE INCIDENTS ARISING FROM VESSEL MOORING ACTIVITIES?

IMCA: Bunker hose damaged during connection

During offshore bunkering operations, the bunker hose was damaged when it was stretched. A vessel passed the bunker hose to the supply...

[Download here](#)

5 Bunker hose damaged during connection

What happened

During offshore bunkering operations, the bunker hose was damaged when it was stretched. A vessel passed the bunker hose to the supply vessel using the crane. The crew of the supply vessel received the bunker hose and tied it off to the then unknown position damage to the bunker hose. The hose was returned and upon inspection it was seen that the outer layer of the bunker hose was damaged. Bunkering was canceled. The potential further consequences were a possible spill to the environment and delay in operations.

What went wrong

- Both vessels experienced moderate pitching and rolling due to sea conditions.
- The bunker hose was tied off to the supply vessel aft bollard while still connected to the crane on our members' vessel;
- Due to both vessels moving in different directions, and the crane being unable to keep up with lowering or raising the hose in these conditions, the hose was stretched and damaged.

IMCA: Emergency musters and drills

Incident 1 – Emergency button stuck During an emergency drill, it was found that the General Emergency alarm on the bridge was delayed...

[Download here](#)

4 Emergency musters and drills

Two of our members have shared recent events relating to emergency drills and musters.

Incident 1 – Emergency button stuck

During an emergency drill, it was found that the General Emergency alarm on the bridge was delayed while being activated. Further investigation revealed that dedicated Emergency button was stuck, and it failed to perform its function in a timely way during the drill.

Lessons

- How could your emergency alarm buttons be stuck or seized? When was the last time anyone actually pressed the fire alarm button?

Members may wish to refer to:

IMCA: Electric shock after water ingress to switch

A shore representative visiting the vessel experienced an electric shock after touching an electrical switch in the steering room. Stop the...

[Download here](#)

3 Electric shock after water ingress to switch

What happened

A shore representative visiting the vessel experienced an electric shock after touching an electrical switch in the steering room. Stop. The Work authority was exercised, the electrical switch was immediately isolated and subsequently removed for investigation.

What went wrong

- The switch had been removed from the wall, but not re-installed, during maintenance;
- There had subsequently been engine room washing following major repairs, and the water ingress arose at that time;
- The switch had been unconnected and remained live, not isolated, during the engine room washing.

Lessons learned

Appearance of electrical switch to victim
Electrical switch showing clear sign of water ingress

IMCA: Equipment fell on someone's leg causing injury

Whilst a worker was moving one piece of equipment, another piece of equipment shifted and fell onto his leg, causing an injury. The person...

[Download here](#)

2 Equipment fell on someone's leg causing injury

What happened

Whilst a worker was moving one piece of equipment, another piece of equipment shifted and fell onto his leg, causing an injury. The person was performing cleaning the bow thruster room which was also used to store parts. The worker intended to move a portable submersible pump, but another piece of equipment shifted and fell onto his leg, causing a minor injury.

What went wrong

- The bow thruster room was being used as a storage area;
- The auxiliary engine cooler was neither secured nor lashed down;
- The auxiliary engine cooler was used; it was surplus to requirements and it ought to have been secured on the deck;
- The injury was not reported in a timely way.

Lessons learned

- Ensure storage is properly organized;

Applicable Life Saving Rule(s) Reasoning for this one off

Image

IMCA: Loss of pressure to diver's primary air supply

A diver working underwater experienced a pressure drop from the primary HP supply regulator. The diver was recovered safely, and tests were...

[Download here](#)

Loss of pressure to diver's primary air supply

What happened

A diver working underwater experienced a pressure drop from the primary HP supply regulator. The diver was recovered safely, and tests were subsequently carried out on the surface, and the same pressure loss was observed. The regulator was removed from the panel, stripped, and inspected. During the removal of the sensing assembly, the diver noted that the stickings on the sensing assembly were not aligned with the sealing face. The diver then picked up a pen simulating what would occur within the regulator during use. Friction between the shaft and the sealing face was evident, as it would not move as freely during the up and down movements through the sealing face due to the dry lubricant.

What went wrong

The test identified that this sticking would occur when there is light breathing from the diver as there would not be sufficient force in the sensing assembly to cause it to move freely up and down regulating the pressure. In addition, with heavy breathing, there is ample instant pressure on the assembly which would then allow it to regulate the pressure better.



Safety Alerts & Moments | 2 of 3

IMCA: A slip into the hold

A crew person was working on a bulkhead locking bolt at the forward end of a hold on a cargo vessel and slipped and fell to the bottom of...

[Download here](#)

5 **MAIB: A slip into the hold**
What happened
A crew person was working on a bulkhead locking bolt at the forward end of a hold on a cargo vessel and slipped and fell to the bottom of the hold, resulting in an open fracture to the upper arm. The incident occurred after dark in rainy conditions. Wearing a safety harness, the crew person had secured a safety hook to a bulkhead locking bolt on the side of the cargo hold to climb about 2.5m to access one of the bulkhead locking bolts, and attached the safety hook. The crew person was unable to reach the locking bolt and had to climb further up the bulkhead locking bolt to reach the safety hook and move it to another position. But instead, they slipped from the foothold and their hand slipped from the single handhold before the safety hook could be attached to a securing point, causing the fall.

Owing to difficulties in lifting a casualty out of the hold bottom, medical attention was administered at the scene for over an hour before the crew person could be transferred to hospital for further treatment.

Applicable
Life Saving
Rule(s):
Rescuing
Safety
Committee


recessed foothold

IMCA: Man overboard – unguarded opening

A crew member fell overboard from a vessel approaching port in the early hours of morning. The deck crew were preparing the ship's mooring...

[Download here](#)

4 **MAIB: Man overboard – unguarded opening**
What happened
A crew member fell overboard from a vessel approaching port in the early hours of morning. The deck crew were preparing the ship's mooring lines for berthing when, during an attempt to pass a heaving line around a structural pillar, the line became entangled with the crew member's leg. The crew member fell overboard.

The bridge was notified, the ship's engine was immediately stopped. The crew member in the water was unable to reach the lifebuoy that was thrown by the ship's crew. A line was thrown from the ship's deck and the crew member was able to hold onto the line and be pulled into the ship. The crew member was then able to climb the ship's side and move the crew member back on board. Following medical assessments on the ship and ashore the crew member was declared to be unharmed and in good health. There are no signs of drowning.



IMCA: Dropped halogen lamp caused small fire

During painting work taking place on a vessel during the hours of darkness, a halogen lamp fell from a scaffolding where the work was...

[Download here](#)

3 **Dropped halogen lamp caused small fire**
What happened
During painting work taking place on a vessel during the hours of darkness, a halogen lamp fell from a scaffolding where the work was taking place, causing a small fire in a scaffold board. Maintenance and deck mechanics responded, adhering to the appropriate emergency protocols, and the fire was extinguished easily. There were no injuries, but the lamp was destroyed and the scaffold board damaged.



IMCA: Service lifts on offshore and onshore wind turbines

A wind turbine service technician suffered serious injuries when his hand was trapped between fixed and moving parts of a service lift. The...

[Download here](#)

2 **UK HSE: Service lifts on offshore and onshore wind turbines**
What happened
A wind turbine service technician suffered serious injuries when his hand was trapped between fixed and moving parts of a service lift. The worker was able to place his hand into an aperture whilst the lift was moving, and then using the 'One touch to operate' control system.

Applicable
Life Saving
Rule(s):
Line of Fire

What was the cause
During the lift's cycle, the external controls were positioned on the moving parts, and the design of the landing gates and associated guarding did not prevent him reaching the moving lift car which crushed his hand against the gate.

In addition, failure to follow established standards for reach distances meant that the external controls were not situated in a position of sufficient distance from the danger zone.

IMCA: ROV dropped to seabed

During recovery of an ROV system, the ROV TMS (Tether Management System) experienced a problem latching to the LARS (Launch and Recovery...

[Download here](#)

1 **ROV dropped to seabed**
What happened
During recovery of an ROV system, the ROV TMS (Tether Management System) experienced a problem latching to the LARS (Launch and Recovery System). The umbilical was damaged directly above the Docking Bullet on the TMS, and was then sheared by the A-Frame docking head latch mechanism. The ROV then dropped into the sea and subsequently landed on the seafloor in a safe zone.



High Value Learning – Lifting Bridle Master Link Failures (updated 05/07/2024)

This high value learning may be of interest to: Duty Holders Contracting companies Lifting teams Supply Chain Shipping and logistic...

[Download here](#)



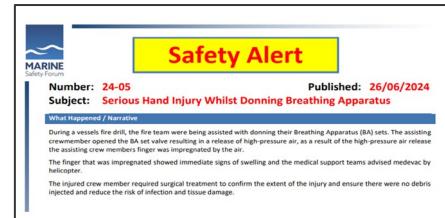


Safety Alerts & Moments | 3 of 3

MSF: Serious Hand Injury Whilst Donning Breathing Apparatus

During a vessels fire drill, the fire team were being assisted with donning their Breathing Apparatus (BA) sets. The assisting crewmember...

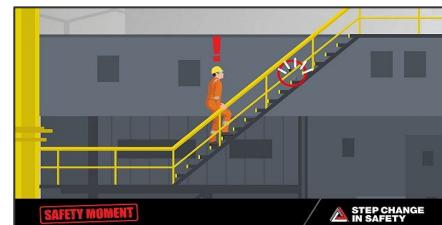
[Download here](#)



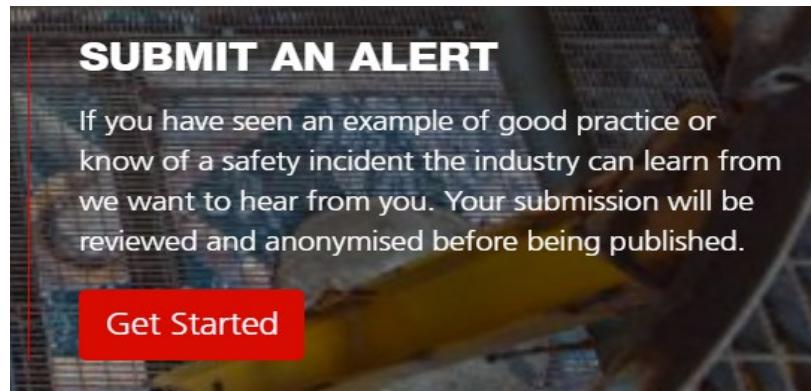
Animated Safety Moment: Work at height – Dropped Object

Animated safety moment with voice over (MP4) This Safety Moment is based on real events that led to a near miss incident. This moment touches on considerations for work at height.

[Download here](#)



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





Sharing & Learning Workgroup

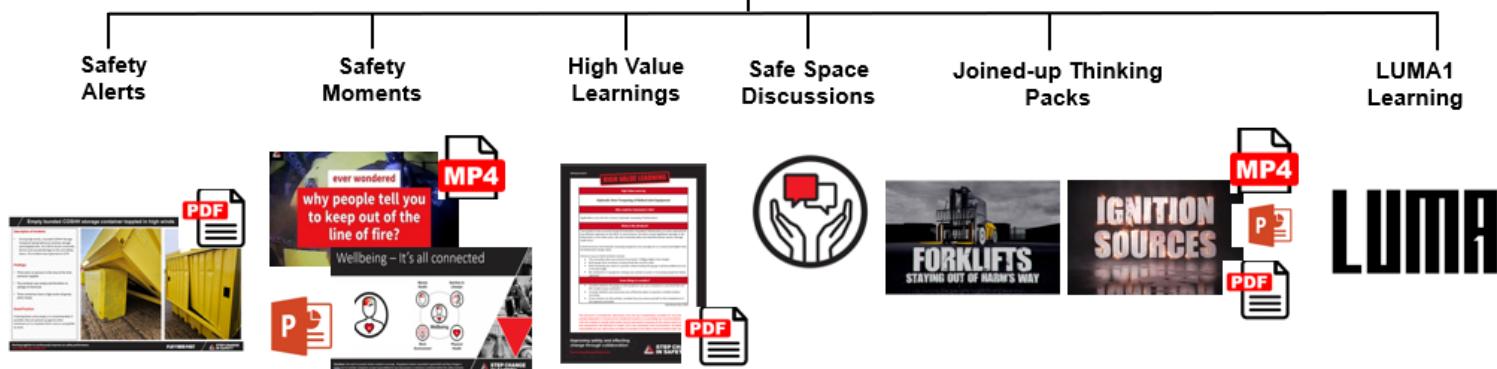


On 18 July, the Alerts & Moments and Joined-up Thinking workgroups officially merged to create the 'Sharing & Learning' workgroup.

Workgroup Purpose

Facilitate the sharing and learning from good practice and past incidents with the intent of avoiding potential incidents.

This will be achieved by raising awareness through:



Co-chairs

Derek Donald (**Wood**), Karen Bowman (**Equinor**)
Keith Jennings (**Stork**) & Matthew Barnett (**CNOOC**)

Workgroup

Representation from industry companies and tri-parties:
Apache, Archer, Caledonian Access, CNOOC, Equinor, Global E&C, Harbour Energy, HSE, Ithaca, James Fisher, Odjfell Technology, Repsol, Serica Energy, Shell, Stork & Wood.

How can you #playyourpart?

- Join the sharing and learning workgroup or find out more aimie@stepchangeinsafety.net
- Share learnings or good practice with Step Change in Safety (All details are anonymised prior to publishing)
- Circulate and share the safety resources made available
- Provide feedback on resources and content



Wellbeing Survey

Wellbeing Workgroup

The ['Where's Your Head At?' survey](#) closes on **26 August**

Please push this one last time throughout your organisations. More replies means better representations of our workforce. We can then work with the results to help address some of the issues faced by workers in our energy industry.

We have created a supporting communications pack containing a poster, slides, 50 second film and a QR code to help companies launch the survey. These are available to download from the [focal point page](#) and the [wellbeing page](#).

Please contact gillian@stepchangeinsafety.net if you have any questions.



Where's your head at?

An energy industry-wide survey

Wellbeing Survey2024

A collaboration by:

- STEP CHANGE IN SAFETY
- IADC NORTH SEA CHAPTER
- MARINE Safety Forum

Only takes

5-10 mins



Completely anonymous online



Survey live
24th June -
26th August 2024

**Events Calendar | 1 of 3**

We have an array of events coming up in September and spaces are filling up fast!

Our events, forums and webinars focus on improving workforce safety and wellbeing by providing a platform for networking, learning, and sharing knowledge across the energy industry.

FREE to all member companies!

Sponsorship opportunities

Looking to reach a new audience, reposition your brand or build awareness, align with CSR initiatives? Contact nicola.taylor@stepchangeinsafety.net to find out more about our event sponsorship opportunities.

Click on the images below to register or visit our [Events](#) page.

WEBINAR: PROCESS SAFETY WORKFORCE SURVEY RESULTS

**Wed, 4 Sep 2024 10:00 - 11:00 BST****Online Event**

Findings from the industry-wide Process Safety Workforce Survey and discussion on learnings and improvements.

(White paper due to be published before 23 August)

**Events Calendar | 2 of 3**

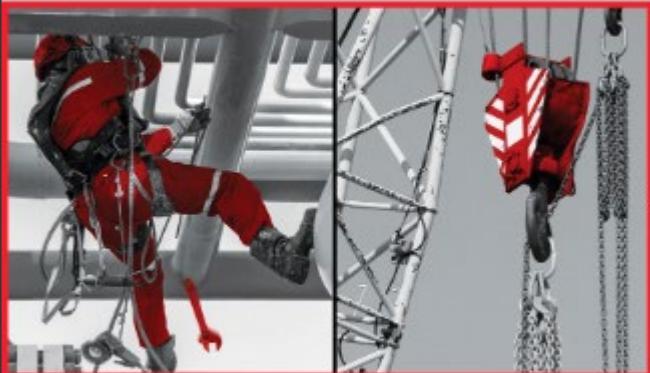
HUMAN FACTORS QUARTERLY FORUM

 **Thu, 12 Sep 2024 09:00 - 11:30 BST** **4th Floor, Annan House**

Human Factors in Incident Investigation

**Sharing and understanding perspectives from
both the Regulator and the Operator**

SUNDAY SAFETY SESSION

 **Sun, 15 Sep 2024 | 15:00 - 15:45 BST** **Online Event**

Q3: Safe Lifting, Working at Height, Preventing Dropped Objects

**Uniting energy industry worksites worldwide for a
dynamic safety session.**

**Events Calendar | 3 of 3****SAFETY REPS FORUM****Tues, 24 Sep 2024 09:00 - 17:00 BST****Union Kirk: 333 Union Street Aberdeen AB11 6BS**

Open to all our member company Safety Reps, Safety Professionals and anyone with a passion for safety. Particularly suitable for high hazard worksite representatives, eg

- offshore installations
- onshore plants/refineries
- nuclear sites
- offshore vessels
- construction sites



Event Principal Sponsor

SITE MANAGERS EVENT**How can Site Supervisors and Managers foster a positive culture?****Wed, 25 Sep 2024 09:00 - 17:00 BST****Union Kirk: 333 Union Street Aberdeen AB11 6BS**

Open to all our member company Site Managers and Senior Supervisors of high hazard worksites, eg

- offshore installations
- onshore plants/refineries
- nuclear sites
- offshore vessels
- construction sites



Event Principal Sponsor



36th Piper Alpha Memorial Service

This year's service of remembrance was held in the North Sea Memorial Rose Gardens at the Piper Alpha Memorial, located in Aberdeen, Hazlehead Park on Saturday 6th July 2024, and commenced at 1 pm.

The service was conducted by Reverend Michael Mair (Oil Chaplain), with Calum McIlroy, an accomplished musician providing music composed especially for the service. There was also a traditional piper.

The service took the following format - Introduction, Prayer & Act of Remembrance, Reading of the names of 167 Souls, One Minute Silence, Laying of Wreaths/Flowers, Commemoration, Thank You and Close, Refreshments were also served at the Park Cafe.

More details can be found [here](#)



**AN ACT OF REMEMBRANCE
FOR THOSE WHO LOST THEIR LIVES
ON PIPER ALPHA
6 JULY 1988**

Lest We Forget - 167 Souls



Offshore Safety Awards | 2 July 2024

The Offshore Safety Awards, jointly organised by Step Change in Safety and OEUk, seek to acknowledge the excellent work being done to promote safety across the industry and to share and celebrate the outstanding contributions being made by individuals and companies to the industry's safety goals.

Congratulations to this year's winners:

| Award | Winner |
|-----------------------------------|--|
| Sharing & Learning | Callum Chesshire Anasuria Operating Company Limited |
| Workforce Engagement | Broken Rules Campaign Team, TotalEnergies |
| Major Hazard Awareness | Frank French, Blair Field Services Ltd |
| Wellbeing & Workforce Environment | David Leiper, Harbour Energy |
| Safety Rep of the Year | Kevin Clark, Serica Energy plc |
| Maritime Safety | Paul Davison Anasuria Operating Company Limited |



Page 11

#playyourpart



Support Team



Alan McIntyre - Programme Delivery Manager

Alan has over 16 years experience delivering HSE related services to the offshore energy industry previously working with Stena Drilling, RelyOn Nutec, Restrata, ALTOR Risk Group, Valaris and Petrofac.

He will manage the Human Factors and Lifting & Mechanical Handling workgroups, and also the ESR Network.



Nicola Mackie – Digital Communications Assistant

Nicola has been part of the Support Team since May 2022 and has now joined us full-time, after graduating with a BA (Hons) Degree in Digital Marketing.

She will play a key role in delivering our digital communications strategy, including supporting the production and promotion of all digital outputs and the day-to-day delivery of social media activity.

New Members

A warm welcome to our July new members:

sureclean

 **elementz**