



## 1. Quarterly Themes

### Q1 – Prevention of Major Accidents

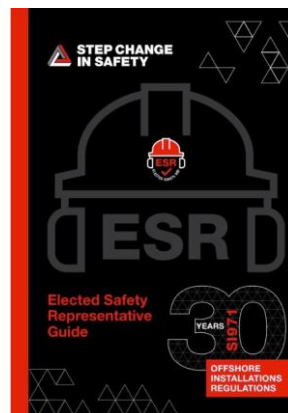


### Prevention of Major Accidents

All available resources can be downloaded from the [Prevention of Major Accidents](#) or accessed via the [Focal Point](#)



### [Emergency Response – MAH Awareness](#)



### [ESR Guidance – New Inspection Template](#)



### [This is Not a Drill](#)



### [Animated Safety Moment – Fatal Ammonia Gas Release](#)



## 1. Quarterly Themes

### Q2 – Prevention of Personal Injuries



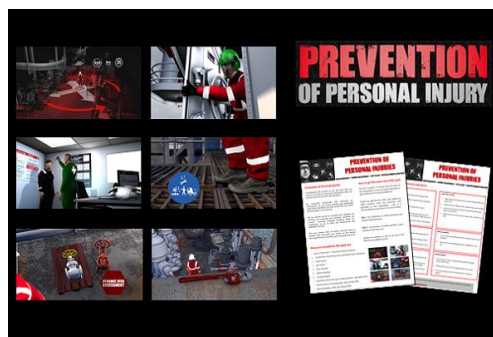
### Prevention of Personal Injury

All available resources can be downloaded from the [Prevention of Personal Injury](#) or accessed via the [Focal Point Resources](#) area.

If you are unable to access the restricted Focal Point Resources area, contact:

[aimie@stepchangeinsafety.net](mailto:aimie@stepchangeinsafety.net)

### Available Resources:



### Prevention of Personal Injury resource pack

This pack contains films of several scenarios where a Dynamic Risk Assessment was carried out and hazards were identified and controlled, preventing potential injury.

### Resources included in this pack:

- Speaker notes and discussion questions
- Series of short films – Prevention of Personal Injuries
  - Introduction: Hazard Awareness and Dynamic Risk Assessment
  - Hand injuries
  - Eye injuries
  - Slips, trips & falls
  - Manual handling
  - Dropped Objects
- Prevention of Personal Injuries Safety Moment – Mini Briefs (PPT)
- Practical steps to preventing slips, trips and falls (PDF)
- Manual Handling – Risks and Controls (PDF)

### Resources still to come:

Animated

**SAFETY MOMENT**

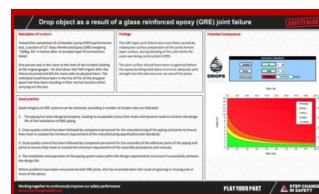


## 2. Safety Alerts, Moments & High Value Learnings

### Dropped object – result of a Glass Reinforced Epoxy joint failure

Toward the completion of a firewater pump performance test, a section of 12" Glass Reinforced Epoxy (GRE) weighing 260kg, fell 4...

[Download here](#)



### Scaffold board snapped under scaffolder

A team of scaffolders were tasked with the dismantling of a 4 week old scaffold structure. During the dismantling process, scaffolder 1...

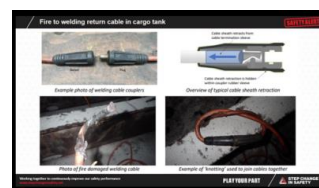
[Download here](#)



### Fire to welding return cable in cargo tank

During planned hotwork welding activities within a cargo oil tank onboard a floating facility, a small fire was identified to a coupling...

[Download here](#)



### Disposable Vape Self-Ignition

Fire pre-alarm was raised on the bridge fire detection panel and accepted by the Duty Officer. Phone call immediately received from crew...

[Download here](#)



### Safety Critical Element – Passive Fire Protection acceptance of repair materials and methods

For: duty holders and application contractors with annual shutdown (turnaround) scheduling and management of change meetings for PFP...

[Download here](#)



### Vessel Blackout at Sea

Preparations for routine checks on one main engine were ongoing, the vessel Bridge was informed and had confirmed safe distance to all...

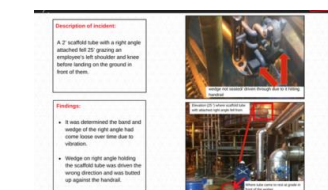
[Download here](#)



### Dropped scaffold tube and wedge

A 2' scaffold tube with a right angle attached fell 25' grazing an employees left shoulder and knee before landing on the ground in front....

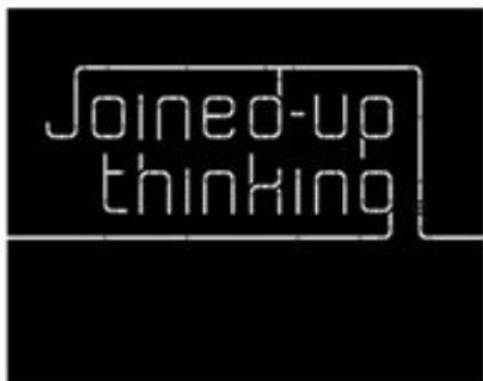
[Download here](#)



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



### 3. Interventions – Joined-Up Thinking Film



The **Joined-up Thinking** team are creating a short film that focuses on interventions ‘Be open to challenging and being challenged’.

*Intervention is the action of becoming intentionally involved in a situation, in order to improve it or prevent it from getting worse.*


Interventions may be made at any time e.g. before starting a job, part of the TBT or a line walk where something is not right and needs to be reassessed i.e. pressure in a line, wrong isolations, change in weather, task or worksite.

We are looking for individuals from different cohorts:

- MDs / VPs / Heads of departments
- OIMs / Site Managers
- Supervisors
- Elected Safety Reps / Safety Reps
- Workforce

who would like to participate by way of answering a set of structured questions on camera.

If you would like to get involved, please provide your responses to this short **questionnaire**.


**Interventions - Joined-Up Thinking  
Film Questionnaire**

The Joined-up Thinking team are creating a short film that focuses on interventions ‘Be open to challenging and being challenged’.

Intervention is the action of becoming intentionally involved in a situation, in order to improve it or prevent it from getting worse.

Interventions may be made at any time e.g. before starting a job, part of the TBT or a line walk where something is not right and needs to be reassessed i.e. pressure in a line, wrong isolations, change in weather, task or worksite.

We are looking for individuals from different cohorts (MDs/VPs, OIMs/Site Managers, Supervisors, ESRs and Workforce) who would like to participate by way of answering a set of structured questions on camera.

If you would like to get involved, please provide your responses to this short questionnaire.

\* Required

1. Name: \*

Enter your answer

2. Name of employing company \*

Enter your answer

3. Job Title \*

Enter your answer

4. Contact e-mail address \*

Enter your answer

5. Select the cohort(s) that best describes your role / function (you may select more than one): \*

☐ Managing Director / Vice President / Head of Department  
☐ Offshore Installation Manager / Site Manager  
☐ Supervisor  
☐ Elected Safety Representative / Safety Representative  
☐ Workforce

6. Why are interventions important to you, and how do you encourage interventions? \*

Enter your answer





### 3. Tea Shack News (TSN)



**TEA SHACK NEWS**  
 WORKFORCE ENGAGEMENT SUPPORT TEAM  
 APRIL 2023  
 REBOOTED  
 WEST

**TRIGGERED LIGHTNING**

There is a lot of weather in the North Sea...

In fact, the oil and gas fields between the UK and Norway have been described as one of the most hostile working environments on the planet. Winter brings frequent high seas, gales, snow and rain.

But a North Sea winter also brings a very particular, and potentially dangerous, weather condition which wouldn't even exist if there wasn't a helicopter nearby. It's called triggered lightning.

Helicopters like the S-92 operated by Bristow are specifically designed to fly in the North Sea. These incredibly robust machines are strictly maintained, continuously monitored and equipped with the latest safety equipment and mission systems.

But flight crews must still plan routes carefully – or cancel flights entirely – because of difficult weather conditions. And triggered lightning is, perhaps, one of the most difficult of all.

**Bristow's Head of UK Flight Operations, Tim Glasspool, explains:** "To a passenger sitting in the Aberdeen terminal, or on an offshore platform, the weather might look pretty decent. On a cold but cloudy day, perhaps with hardly any wind, calm seas and no fog, things might seem good for an on-time departure.

"But in the flight planning room our Met Office weather forecasting system can tell a very different story. Conditions might be calm, but if the forecast shows patches of red on the route, then those areas are absolute no-go. Unless we can chart a safe course well away from these areas, we don't fly."

The culprits, which appear as red patches on weather displays, are where weather conditions create positively-charged areas in clouds. This charge, which is generated by ice crystals forming and moving within the base of a cloud, is one key component of triggered lightning.

The other is a helicopter itself. Put the two together and you have the perfect conditions to actually create – trigger – a lightning strike directly on the aircraft.

Tim explains: "The most common triggering factor is that helicopters naturally generate a negative charge through static electricity, created by friction of the rotor blades with the air. In normal conditions this will be discharged to the ground on landing, but if a negatively-charged helicopter flies through or close to a positively charged area the two will interact and equalise – creating a lightning strike between them.

"Our aircraft are designed to withstand lightning strikes, but they can seriously damage important instruments and navigation systems. So we will always schedule and route our flights to avoid areas of risk."

Forecasting this unusual phenomenon has improved significantly since its discovery, with the Met Office updating charts every hour, highlighting areas where it is likely to occur.

"Triggered lightning has only been seen in two places – the North Sea and the Sea of Japan," said Tim. "The amount of helicopter traffic in the North Sea means the Met Office has become the global expert in predicting where triggered lightning might occur and we have incredibly accurate systems in place which take into account temperature, the height of the freezing level and precipitation.

"The forecast refreshes hourly, so triggered lightning risk can mean frustrating changes to flights at short-notice but safety is, and always will be, Bristow's first priority for all our flights."

**STEP CHANGE IN SAFETY**  
 Email: [editor@teashack.news](mailto:editor@teashack.news)  
[www.stepchangeinsafety.net/teashack-news](http://www.stepchangeinsafety.net/teashack-news)  
 #playyourpart

### Q2 2023

Articles include:

- Triggered lightning
- Competence involved in preventing personal injury
- Day in the life of an ESR
- Medication and the offshore workforce
- Green hats – an OIM's perspective
- Workforce engagement champions
- Assurance of evacuation times by TEMPSC
- Lifting operations

The second edition is now available to read online and download.

The regular features include:

- Lessons Learned and best practice to support and share throughout the industry
- Rewards and recognition for safety leaders across the energy sector
- Regular quiz, to test your knowledge
- Share your innovations and ideas

Contributions of views, ideas and articles are welcomed. Please send to [editor@teashack.news](mailto:editor@teashack.news)



### 3. Process Safety Leadership Survey



Step Change in Safety will soon launch a survey which will allow organisations to measure their perceived Process Safety Leadership maturity and identify where improvements can be made.







- Aligns with the Principles of Process Safety
- Launching on 17<sup>th</sup> April 2023
- Easy to complete (under 30 minutes)

The survey link will be sent to MDs/CEOs who will forward onto onshore and offshore managers, including OIMs.



## 5. Events

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

 <p><b>11</b> April</p> <p>Step Change in Safety - Lifting Forum</p> <p>09:00–11:30 Annan House</p>	 <p><b>28</b> April</p> <p>Step Change in Safety - Elected Safety Rep Event - 2023</p> <p>10:00–15:00 Union Kirk</p>	 <p><b>28</b> June</p> <p>Step Change in Safety - Competence Forum</p> <p>09:00–11:30 Annan House</p>
 <p><b>07</b> September</p> <p>Step Change in Safety - Competence Forum</p> <p>09:00–11:30 Annan House</p>	 <p><b>14</b> September</p> <p>Step Change in Safety - Lifting Forum</p> <p>09:00–11:30 Annan House</p>	 <p><b>22</b> November</p> <p>Step Change in Safety - Competence Forum</p> <p>09:00–11:30 Annan House</p>

## 7. Future OIM Network Meetings

OIM Network meetings occur 4 times per year. All OIMs of member organisations are invited so please discuss with your colleagues.

Date	Time	Venue	Agenda
27 Jun 2023	10.30-12.00	Hybrid (tbc)	Lifting
28 Sep 2023	10.30-12.00	Hybrid (tbc)	Tbc
29 Nov 2023	10.30-12.00	Hybrid (tbc)	Tbc