



1. Quarterly Themes

Q1

Jan

Feb

Mar



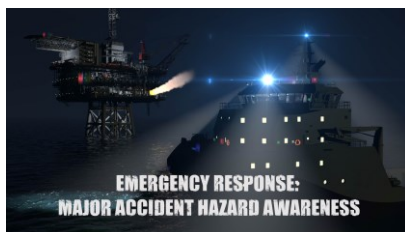
Prevention of Major Accidents

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

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

aimie@stepchangeinsafety.net

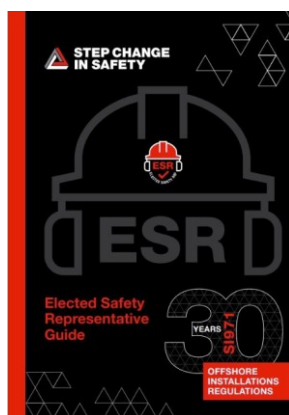
Featured Resources:



[Emergency Response – MAH Awareness](#)



[This is Not a Drill](#)

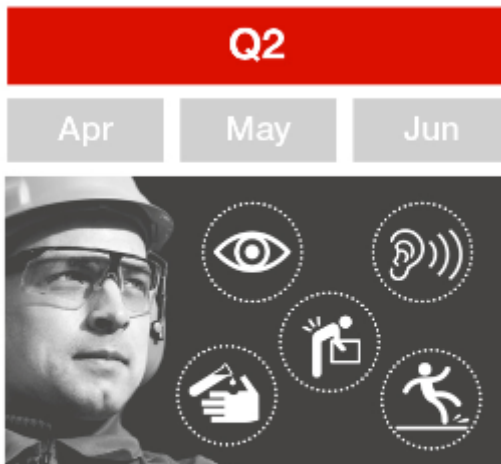


[ESR Guidance – New Inspection Template](#)



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

1. Quarterly Themes (continued)

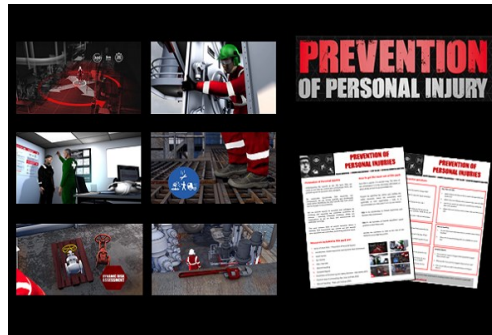


Prevention of Personal Injury

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

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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 till to come:

Animated

SAFETY MOMENT

2. Safety Alerts & Moments

Container door closed – injuring hand

The task was for an individual to transfer materials between storage containers. The doors to the storage container were already open when...

Download here



Cracking in small bore piping due to vibration

Two events occurred at the same facility associated with small bore piping failures resulting in a loss of primary containment. Event 1 – an...

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



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

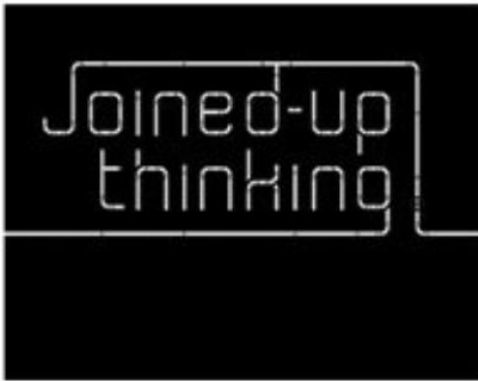
SUBMIT AN ALERT

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. 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: *

2. Name of employing company *

3. Job Title *

4. Contact e-mail address *

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? *

4. 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 an 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."

- Edition 2 released 29th March 2023
- Released Quarterly
- Electronic format (can be easily printed at site)
- 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.



The new format of TSN invites you to submit your views and ideas. 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

Please contact editor@teashack.news with your ideas for articles



5. Events

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



11
April

Step Change in Safety - Lifting
Forum

09:00–11:30
Annan House



28
April

Step Change in Safety - Elected
Safety Rep Event - 2023

10:00–15:00
Union Kirk



28
June

Step Change in Safety -
Competence Forum

09:00–11:30
Annan House



07
September

Step Change in Safety -
Competence Forum

09:00–11:30
Annan House



14
September

Step Change in Safety - Lifting
Forum

09:00–11:30
Annan House



22
November

Step Change in Safety -
Competence Forum

09:00–11:30
Annan House



After several years of online meetings, we look forward to catching up with Elected Safety Reps in person. [Click here](#) to book your **free** place now.



6. Offshore Inductions – Best Practice Workshop



Following on from conversations with several of our members companies around the review of their Offshore Inductions, Step Change in Safety is looking to set up an Offshore Induction – Best Practice Workshop to facilitate the sharing of best practice with an aim to identify required essential content and strengthen the offshore induction process.

If you, or a representative for your company would be keen to participate in the workshop(s) please contact aimie@stepchangeinsafety.com.