



## May 2023

NEWS • UPDATES • EVENTS • WORKGROUPS • PLAY YOUR PART

### 1. Quarterly Themes

#### Q2

Apr

May

Jun



#### 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.

#### [Failure to Investigate, Failure to Learn – Animated Safety Moment](#)

This animated safety moment is based on a real incident that occurred within the Telecommunications industry.

#### [Safety Moment – Differential pressure dummy choke ejected close to divers](#)

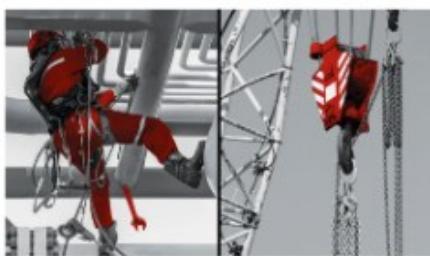
This moment contains real footage and a supporting Safety Flash created by IMCA.

#### Q3

Jul

Aug

Sep



#### Safe Lifting, Working at Height and Preventing Dropped Objects

#### Resources to expect:

- Lifting and Mechanical Handling Guidelines
- Updated Scaffolding Guidance
- Infosheets
- Themed Safety Moment
- Shared member learnings
- Sign post to existing resources

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## 2. Safety Alerts & Moments

### Safety Moment - Differential pressure: dummy choke ejected close to divers

During a general walk around a vessel crewmember suffered a foot injury while making his way out from the accommodation to the main deck....

[Download here](#)



### Practical videos on carrying out fluid quality checks on metal working fluids released

Exposure to metalworking fluids can cause serious lung disease, so it is really important that the right control measures and fluid quality...

[Download here](#)



### Alert - Unauthorised removal of insulation

This animated safety moment is based on a real incident that occurred within the Telecommunications industry. Although this incident...

[Download here](#)



### MSF Alert – Injuries sustained from a 2m fall between decks

A members Anchor Handling Vessel was alongside in port and had just finishing off a demob for a contract. The Bosun and Chief Officer who...

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### Alert - Stretcher bearers

There have been concerns raised by offshore personnel in relation to the performance of stretcher bearer duties in the event that support...

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### Alert - Property damage – Scaffolding lifting frame

An establishment were requested to erect scaffolding at the request of the platform to support another contractor with operations to pull...

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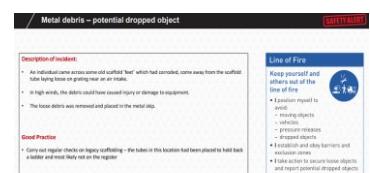


## 2. Safety Alerts & Moments

### Alert – Metal debris – potential dropped object

An individual came across some old scaffold 'feet' which had corroded, come away from the scaffold tube and laying loose on grating near an...

[Download here](#)



### Safety Moment – This is not a circus

Joseph Strauss and the Golden Gate Bridge • Joseph Strauss - Chief Structural Engineer of Golden Gate bridge (Construction 1933 – 1937) •...

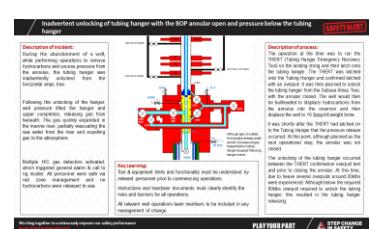
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### Inadvertent unlocking of tubing hanger with the BOP annular open and pressure below the tubing hanger

During the abandonment of a well, while performing operations to remove hydrocarbons and excess pressure from the annulus, the tubing...

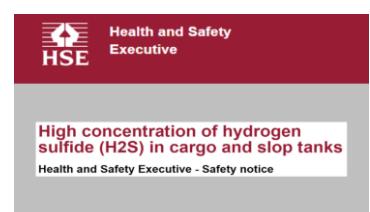
[Download here](#)



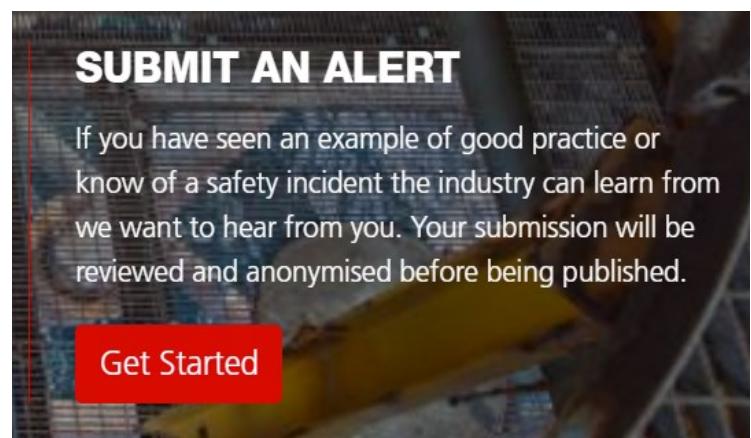
### HSE Alert – High concentration of hydrogen sulfide (H2S) in cargo and slop tanks

Issue HSE has identified high concentrations of hydrogen sulfide (H2S) in ullage spaces of cargo and slop tanks onboard some FPSOs and FSUs...

[Download here](#)



Search or  
submit your  
own learnings  
via the Alerts  
and Moments  
page:



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### 3. Tea Shack News (TSN)

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

**REBOOTED** 

**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.

**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.

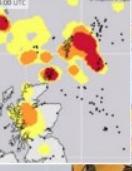
Tim explains: "The most common triggering factor is that helicopters naturally generate a negative charge through static electricity, created by friction of the rotor blades with the air. In normal conditions this will be discharged to the ground on landing, but if a negatively-charged helicopter flies 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.

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.





"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)

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- Edition 2 released 29<sup>th</sup> 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](#)
- Slides for canteens, receptions etc are also available to download from the [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](mailto:editor@teashack.news) with your ideas for articles**

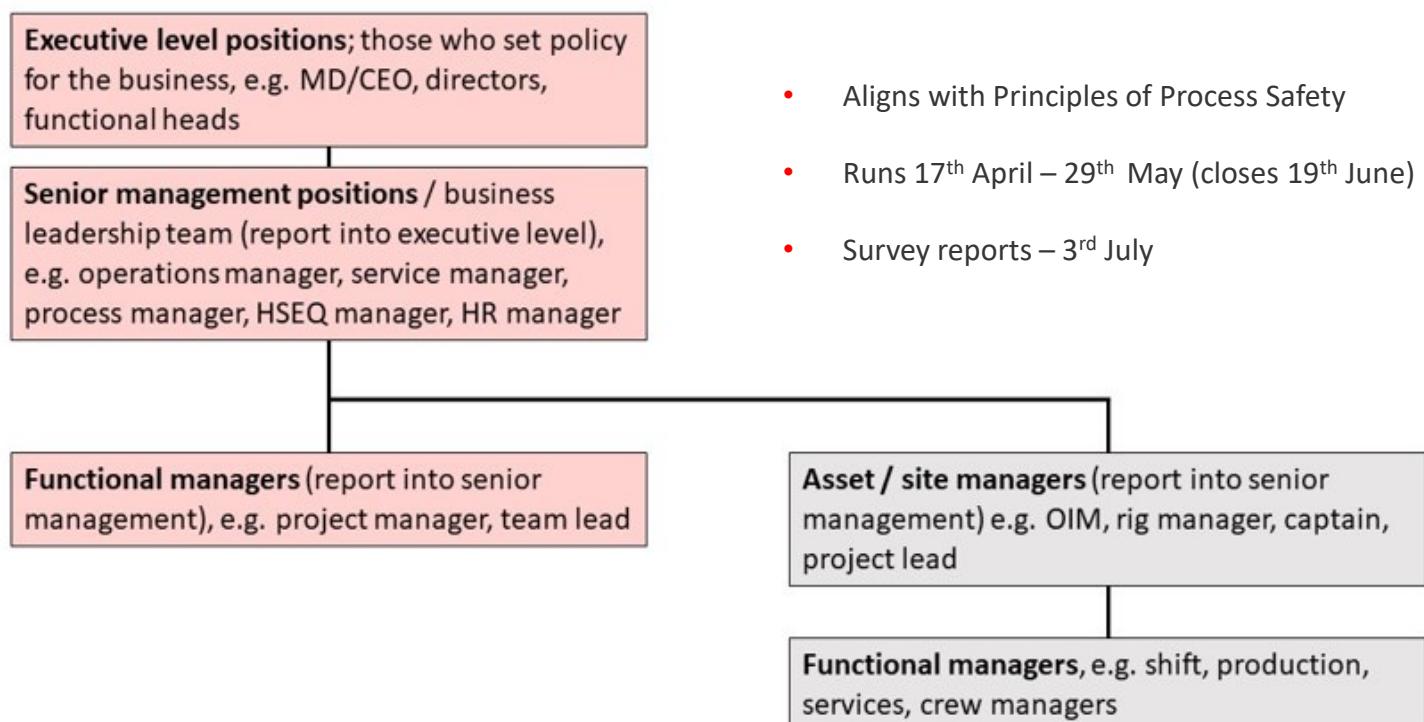
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## 4. Process Safety Leadership Survey

### Process Safety Leadership Job Role Categories



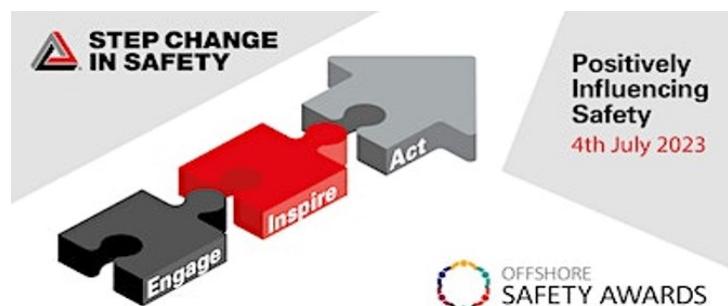
## 5. Positively Influencing Safety / Offshore Safety Awards

Join us on the week of the 35<sup>th</sup> anniversary of the Piper Alpha disaster as we come together as an industry to **engage, inspire** and most importantly **act**.

Early booking is advised to ensure you secure a ticket to attend.

Please note that bookings are per person and **not** per table.

Find out more or book your place [here](#)





## 6. Events

All events can be viewed and booked via the **EVENTS** section of the website

**28**

June

Step Change in Safety -  
Competence Forum09:00–11:30  
Annan House**04**

July

Positively Influencing Safety /  
Offshore Safety Awards09:00–17:00  
Beach Ballroom**07**

September

Step Change in Safety -  
Competence Forum09:00–11:30  
Annan House**14**

September

Step Change in Safety - Lifting  
Forum09:00–11:30  
Annan House**22**

November

Step Change in Safety -  
Competence Forum09:00–11:30  
Annan House