

PLAY YOUR PART

November 2018

# TEA SHACK NEWS

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 **STEP CHANGE  
IN SAFETY**



## When lightning strikes . . .

Keeping offshore workers safe – Page 7

### IN THIS EDITION:



#### WINNERS SHINE

North Sea safety champions were recognised at the Offshore Safety Awards **P2**

#### FLYING TO THE RESCUE

Babcock has appointed two doctors to its oil and gas search and rescue helicopter service **P3**



## Major Accident Hazard Awareness

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# Safety champions in spotlight

## Winners shine at the Offshore Safety Awards 2018

Safety champions of the North Sea were recognised at the 2018 Offshore Safety Awards in August.

The annual awards ceremony, jointly organised by Step Change in Safety and Oil & Gas UK, and sponsored by TOTAL, celebrates the individuals and companies going above and beyond to improve safety across offshore operations on the UK Continental Shelf.

The event, held at the Aberdeen Exhibition and Conference Centre, heard from Jean-Luc Guiziou, managing director of Total E&P UK as well as workforce speaker Tommy Timms, an offshore technician with Wood who was recognised as Safety Representative of the Year at the awards in 2017.

The event's interactive format saw attendees vote for the winner in each category after hearing pitches from each of the finalists.

The Award for Safety Leadership (sponsored by Chevron North Sea Limited) was won by James Ellerton, contract manager, WorleyParsons, who earned recognition from his colleagues for the high level of motivation and engagement he brings to the workforce, ensuring that safety is a priority for the whole team.

Safety Representative of the Year (sponsored by Draeger Safety UK Ltd) was won by William Davidson, instrument technician at Nexen, in recognition of his outstanding commitment to all Nexen's safety initiatives.



Winners in the Offshore Safety Awards 2018 at the ceremony organised by Step Change in Safety and Oil and Gas UK

His efforts have contributed to Golden Eagle's excellent safety record of having been in operation since October 2014 without a Lost Time Incident.

RigDeluge won the Award for Innovation in Safety 2018 (sponsored by Bureau Veritas UK Limited) for its achievements in innovating products which allow for drastically improved performance of deluge systems, whilst reducing the requirement for hazardous service and maintenance of firefighting systems.

The Award for Workforce Engagement 2018 (sponsored by Equinor) was awarded to

Theddlethorpe Gas Terminal team, Conoco Phillips (UK) Limited, for achieving 10 years of operations without a single recordable injury last September. This remarkable achievement is testament to the strong safety culture and close community at the site. The terminal will cease production next month and the team developed a workforce engagement plan, focused on safety, to ensure everyone was kept in the loop on progress towards cessation of production.

The Award for Operational Integrity 2018 (sponsored by Aker Solutions) was won by Marcin

Nazaruk, human performance team lead, BP, for his innovative work to bring psychology and organisational science into practice to help improve the safety and efficiency of BP's operations. Marcin has personally spearheaded the development of the first comprehensive e-learning module on human performance in BP to help build a common understanding of the topic.

The Award for Sharing and Learning 2018 (sponsored by Spirit Energy Limited) went to Alan Dickson and Fiona Fleming, of the BP North Sea health team, who were rewarded for their role in

developing and implementing a coaching and training programme for building resilience and improving psychological health and wellbeing among BP's 1,500 employees and contractors across the region.

Step Change in Safety would like to thank everyone who took the time to submit a nomination this year. We honour, respect and thank our finalists for placing such a high value on safety in our industry.

The Offshore Safety Awards are an important part of ensuring we continually guard against complacency.

## Proud of our excellent record

### John Ritchie Terminal Manager, Theddlethorpe Gas Terminal, ConocoPhillips

Collecting the Workforce Engagement Award on behalf of my team at this year's Offshore Safety Awards was a very proud moment, and great recognition for a team which has really owned workforce engagement.

Worker engagement is a regulatory requirement in our industry but going beyond the basics is essential if you really want to build a culture that promotes safety and wellbeing. When I arrived at TGT as the new Terminal Manager, the workforce already knew that we would be decommissioning the asset within two years. This posed a big question: "how do we maintain a positive safety and wellbeing

culture under a cloud of uncertainty?"

I was convinced that positive culture doesn't come from adopting the latest initiative but stems directly from the leadership behaviour that everyone displays at work. With this in mind, we identified a group of key workers from across the TGT workforce who underwent an intensive training programme on effective coaching techniques. They emerged from that well-equipped to have better conversations about safety and wellbeing with their co-workers. This really paid dividends in improving the quality of conversations at the worksite.

Communication between

management and employees is vital at any point of an asset's life cycle, but it felt particularly important as we were approaching decommissioning. As well as increasing the number of town-halls and senior management visits to the terminal, we also started regular "coffee and chat" sessions where a group of 6-8 different TGT workers would meet with me once or twice a week and tell me what was on their mind. This resulted in some great ideas from the workforce being put into action, and also enabled everyone to get progress updates directly from me.

Knowing that some of our people were anxious about their long-term future, we worked with



Theddlethorpe Gas Terminal staff show their teamwork

each of them to build a personal plan. We then worked closely with our people to deliver this plan, including: providing further training; engaging with contract companies to ensure continued employment; migrating personnel from TGT to other ConocoPhillips assets; as well as working with other operators to fill vacancies.

I am very proud of the work done by everyone at TGT to keep

us safe. We built trust with each other by communicating honestly and with candour. The results of that were remarkable for an asset in its final years of operation: double the number of field verification submissions year-on-year; four times the number of observation cards submitted; but most strikingly - 11 years of safe operation without a recordable injury.

# Babcock introduces 'flying doctor' service

## Firm recruits medical experts to support offshore workshores

Babcock has recently appointed two doctors to its dedicated oil and gas search and rescue helicopter service. The two medical professionals work back-to-back shifts to support offshore workforce.

Babcock SAR manager Dave Williams said: "Dr Jeremy Richardson has over 20 years of experience in emergency medicine. He spent time as the clinical director for emergency medicine at Aberdeen Royal Infirmary before taking the position of clinical lead for the Grampian pre-hospital trauma team. He has also spent the last two years as the clinical adviser for Babcock's SAR team, ensuring they have access to the very best guidance and advice.

"Dr Stuart Braithwaite has recently joined the Babcock SAR team. Dr Braithwaite is a qualified A&E doctor with experience of operating on SAR operations not only in the UK but also in New Zealand. Dr

Braithwaite also volunteers for the RNLI in his spare time and has previously worked with mountain rescue teams throughout Scotland."

But the doctors aren't Babcock's only medical specialists. There are also trained helicopter winchmen, meaning the Babcock oil and gas SAR team has the capability of providing first-class emergency medical care from the moment they make contact with a patient.

Dave Williams added: "As well as being highly experienced medical specialists, Dr Richardson and Dr Braithwaite are both fully qualified for our SAR winch operations. We also have two paramedics currently studying for their masters in paramedic science. This means we have the best possible advice, skills and medical capabilities available to us - and to the men and women we serve - for every mission we fly in the North Sea."



**Dr Jeremy Richardson has lengthy emergency care experience**

## Tea Shack News needs YOU

Tea Shack News needs your thoughts, views and opinions. This publication is for you, so we want it to be about you.

- Stories from the Shack - we want to hear your funny stories. Do you have an amusing tale to tell? Share it with us.
- What are the issues affecting you right now?
- What would you like to see more of in Tea Shack News?
- Do you have any suggestions for features, stories and themes?
- What would you like to know more about?

Don't worry, we'll keep all your contributions anonymous so don't hold back.

Tea Shack News is published by Step Change in Safety and includes a variety of contributions from all areas of the industry including safety reps, the regulator and unions.

Most importantly, Tea Shack News is a publication for the workforce and therefore we need your news and views.

Please email your

suggestions and stories to the Tea Shack News Editor at [comms@stepchangeinsafety.net](mailto:comms@stepchangeinsafety.net)

There are many ways you can keep in contact with Step Change in Safety.

Whether you're interested in our safety moments, the latest joined up thinking or major accident hazard awareness packs, latest industry news and views, Step Change in Safety events or toolkits, please follow our social media channels and don't miss out on the latest safety initiatives which affect your industry.

We want to hear from you too and invite you to give us your ideas about what sort of information you'd like to receive more from us in the future.

Send us a message via any of our social media channels or email us your ideas and thoughts at [comms@stepchangeinsafety.net](mailto:comms@stepchangeinsafety.net)

Let's face it, social media isn't for everyone but that's OK because you can always keep up date through our website at [www.stepchangeinsafety.net](http://www.stepchangeinsafety.net)

## Keep aware over safety

What's happening, bears?

Seen recently a global survey carried out this year by an Aberdeen software company of more than 100 oil and gas industry leaders, where 22% didn't think it's practical to achieve all planned safety critical maintenance. When asked why, 75% cited conflicting priorities mainly tension between the safety related projects and other capital projects.

When asked what the three main challenges were, they said safety culture, training and competence deficiencies then leadership support was lacking. The worrying quote for us all should be "the risk here is that maintenance and upkeep of essential safety systems may get lost in the budgetary squeeze".

The thing for the bears is, could it happen here in the UKCS? Could any of those challenges on budgetary conflicts, culture, training competences and support be an issue here? Surely not but it's all sounding a bit familiar to me.

Being quite nomadic in my job offshore, I hear opinions and see plenty of examples of good and bad, as the leaders in the UKCS keep telling us to have a chronic unease and the fact that most in this industry work for or on global company asset. We maybe should be aware of what's happening globally and do our best to highlight and challenge always on the subjects of conflicts of priorities, culture, competence. Is the support that's mentioned always or every available?

*Nomad*

## Tales from the shack

It never rains but it pours.

We've got a few keen bird watchers on our platform who pointed out that there's been a big spike in sea-birds around the rig. With new birds come new problems and we've seen a large amount of guano\* on the platform, especially the helideck. This obviously makes the area quite slippery and difficult to walk across. Our deck crew have to be commended for cleaning up the mess before anyone has to walk across it - this has worked well.

However, someone put in a safety card about adverse weather recently, which basically suggested that deck crew should avoid outdoors work when the walkways are wet and increase the likelihood of slips, trips and falls. It was a good idea, and the deck crew enjoyed

staying indoors when it was blowing a hoolie outside.

One morning, torrential rain meant the deck crew didn't get out to do their usual poop-scooping activities, so the helideck was left as it was.

Within an hour, the skies had cleared, the clouds were gone, and beautiful rainbows painted the sky, so all crew were back out on deck. It wasn't until I heard the chopper landing on deck that I looked out my window to see the crew - covered top to toe in brown, sludgy mess. The downdraft from the helicopter meant the rain and guano cocktail was sprayed all around and totally covered the guys working nearby.

I'm told it's good for your skin ... they've all been glowing ever since.

\*guano = bird poop



Thursday 8 November 2018  
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**#playyourpart**

# Plan for aircraft stuck offshore

## Experience and teamwork strengthens operational resiliency among helicopter operators

When the unexpected occurs, teams of highly-trained engineers, pilots, and crews spring into action to ensure that personnel are transported on time, reducing additional costs associated with operational disruption and ensuring the safety of the helicopter operations at all times.

One unexpected challenge that operators sometimes face is when an aircraft is shut down offshore on a platform with a suspected technical issue. Helicopter operators have refined their processes over many decades so that they can quickly respond when a rare situation like this does occur. Through careful co-ordination and teamwork, operators ensure that clients resume their normal operations as safely and as reliably as possible.

Flight crews offshore initiate the process by contacting line engineering back at the base. Through initial discussions, the engineers identify which actions are required and whether an engineer and parts need to be transported to the platform.

On some offshore installations, there are areas where the helicopter can be moved to, allowing a second aircraft to also land on the platform, but this is not always the case. Occasionally, the engineer and parts need to be winched on to the deck or transported by surface vessel. Once on board, the engineer will work to ensure the aircraft is airworthy so that it can return to base.

In extreme circumstances the aircraft can be lifted off the



**Helicopter operators have refined their processes over years so they can quickly respond to challenges situation like this does occur.**

installation and returned to base on a boat. The decision will always be the safest option and will take into consideration the operators and clients' needs.

Within the helicopter operators' flight operations and engineering manuals, there is a minimum equipment list (MEL) that identifies which components the aircraft can still operate with safely if they become unserviceable. Quite often a simple reset of the aircraft management systems will resolve things. However, on some occasions it can be a little more challenging. On those rare occasions, when it is more challenging, it is possible for the aircraft to be flown back to base under a special permit with no passengers onboard through an

action called the Helicopter Offshore Unserviceability Recovery (HOUR) process.

After receiving approval from the helicopter manufacturer and completing a comprehensive risk assessment, the helicopter manufacturers will submit the HOURS request to the UK Civil Aviation Authority (UK CAA) who will issue a one-flight approval to return the base. Examples of this may be when a spurious cockpit light appears in the cockpit but can be discounted by other monitoring means, such as pressure, temperature or vibration.

"Teamwork plays a significant role in the HOUR process," says Bristow's director UK & Turkmenistan oil and gas Matt

Rhodes. "The engineer and crew offshore provide information to the onshore team, who then engages with both the aircraft manufacturer and the Civil Aviation Authority.

"A detailed operational risk assessment is completed to ensure that the aircraft can be operated and returned to base safely, sometimes with certain limits imposed such as speed, flight conditions and duration."

Lee James, regional maintenance manager for CHC explains: "Although the use of the HOURS process is rare, its stringent procedures ensure a standard process across all operators.

"Collaboration between the UK CAA and senior managers and

technical experts from the operator mean the safest decision is made for the helicopter and the installation allowing minimum disruption to the clients' operation."

Babcock hold a detailed plan for this scenario and, if they need to, they can call on the specialist capabilities of wider Babcock group.

"It's a rare scenario but one of many that we hold detailed plans for, so we can keep disruption to a minimum should they ever occur," said Rob Dyas, director of Babcock's UK offshore aviation business.

"Our response plan means they can be brought into action to safely transport engineers and equipment to the right place to get an aircraft operational again."

## Lights, camera, barriers!

You'd be forgiven for thinking that members of Step Change in Safety's Major Accident Hazard Understanding work-group had "gone all Hollywood" recently as shooting started for the latest in its series of films.

The group took over a meeting room at Aker Solution in Dyce, Aberdeen, and turned it into a mini studio complete with a large green screen which, through some technical wizardry, places the interviewee in their virtual place of work, both onshore and offshore.

The MAH series aims to increase awareness of the part everyone plays in preventing major accidents in the oil and gas industry by improving their appreciation of the hazards surrounding

them and the importance of maintaining functional barriers.

The fourth film, which is due for release in December, will be titled "Own Your Barrier" and features a wide range of industry representatives who all agreed to go in front of the cameras and explain how they maintain barriers such as plant design, management of change, fabric maintenance, gas detection and site induction.

Nearly 30 companies, with representatives from across the industry, took part in the interviews.

Have you seen the other MAH films? You can see them on the Step Change in Safety website: <https://www.stepchangeinsafety.net/safety-resources/major-accident>.



**Industry representatives took part**



**The green screen helped illustrate a workplace**

**Industry Opinion**

# Oil & Gas UK report shows reduced incidents offshore - but we cannot become complacent

**Trevor Stapleton**  
Health and Safety Manager, Oil & Gas UK

Earlier this month we published our Health & Safety Report 2018. It shows welcome improvements in health and safety in 2017 across a range of indicators.

But in the year where we marked 30 years since Piper Alpha, our message is clear - we cannot afford to become complacent.

During last year, a total of 255 reportable incidents were notified to the health and safety regulator - the lowest on record and almost 70 per cent lower than those reported in 2000-01. This highlights just how far we've come and how hard we've worked to protect the people in our industry.

RIDDOR reportable hydrocarbon release numbers have seen a steady decline over the past three years. However, the report also shows that major hydrocarbon releases, whilst reduced since 2012, are plateauing at

around two per year in the last few years.

These are the ones the HSE referred to in their letter to operators back in April and we all have a responsibility to prevent them.

Oil & Gas UK is playing its part by co-ordinating industry action, in partnership with Step Change in Safety, to reduce hydrocarbon releases. We are all too aware of the consequences if things go wrong.

As we discussed at Safety 30, it's not all about plant and process. Having people with the right skills, experience and knowledge to do their job properly and safely is a key element in making sure the worst doesn't happen. We have a clear duty of care to protect the workforce as they carry out their vital roles, and this includes areas such as process safety, personal safety, aviation and health.

With no work-related fatalities recorded in 2017, the non-fatal injury rate also continued to decrease across the UKCS. However, we are committed to working alongside our key partners to help steer efforts and continue on this track.

As our industry emerges from a sustained downturn, the health and safety of our people remains at the heart of all that we do - we are dedicated to ensuring lessons are learned and good practice is continually shared, and that we build on our collective work to date.

We continue to encourage anyone with concerns over health and safety issues to raise them.

This can be done in many ways but also includes your Safety Rep, appointed by the workforce and acting for the workforce, or anonymously through the HSE's confidential hotline.



**Trevor Stapleton: 'anyone with concerns should raise them'**

**Events**

## November events - by the industry, for the industry

During the month of November, Step Change in Safety will be running several events focussing on various elements and representatives of our industry.

The month begins with a sell-out Helicopter Awareness Course aimed at the offshore workforce.

The half-day event, which is being hosted by CHC helicopters, will take delegates behind the scenes of flight safety and helicopter maintenance and give them an insight into rigorous maintenance and inspection regimes.

Run by pilots and technicians, the course includes a tour of a helicopter hangar and an opportunity to ask the experts questions.

Among the topics for discussion are: Helicopter safety bodies - who is who and who does what? RTBs - what are they and why do they happen? Passenger logistics - what goes into getting me on the

helicopter? Modifications - what are they and who decides them?

Resilience - how many helicopter types do we use in the UK? The future - what is next for helicopter safety... and much more!

On November 7, an ESR event will take place with the purpose of providing resources and advice for Elected Safety Reps. This event is free to attend for Step Change in Safety members and will provide a valuable opportunity for discussion and knowledge sharing with colleagues from across the UKCS.

Taking place at Aberdeen's Pittodrie Stadium, the event will run from 10.30am-3.30pm and will allow ESRs to travel there and back on the same day and limit time away from home.

Breakout session topics include: Major accident hazards, presentation skills, mental health awareness for offshore personnel

and guidance on the HSE Workforce Engagement Inspection Guide.

The following day, on November 8, Step Change in Safety will hold a drop-in style Share Fair event at the Aberdeen Exhibition and Conference Centre (AECC) for members and non-members to come and find out about the projects and material each of the Step Change in Safety workgroups have been developing over recent months.

We have designed the event to fit around your busy schedules, so you can pop by when it's convenient for you.

and bring yourself fully up to date with the work that Step Change in Safety is currently undertaking. We'd also really like to hear YOUR views and thoughts.

Come along to find out who Step Change in Safety are, meet the team, chat to the work group members and meet some of the Leadership Team.

**News**

## Mental Health First Aid awareness training courses welcomed across the industry

Mental health and wellbeing of the offshore workforce continues to be a priority area for the oil and gas industry.

Step Change in Safety is encouraging the industry to think more about the mental health of its workers and recently offered Mental Health First Aid (MHFA) courses for its members.

The sell-out courses designed by MHFA England, are not designed to teach participants to be a therapist however, just like physical first aid, they teach skills to listen, reassure and respond - even in a crisis.

MHFA is an internationally recognised training course teaching people how to spot the signs and

symptoms of mental ill health and provide help on a first aid basis.

Delivered by a quality assured instructor, the two-day practical skills and awareness course included a combination of group activities, presentations and discussions.

Course delegates were also given a deeper understanding of mental health and the factors that can affect people's wellbeing; practical skills to spot the triggers and signs of mental health issues; confidence to step in, reassure and support a person in distress; and knowledge to help someone recover their health by guiding them to appropriate support.

**Regulator View**

# Managing vessels attending offshore oil installations

**Chris Flint**  
Head of offshore division, Health and Safety Executive

Vessel collision is a major accident hazard offshore. The structural strength of offshore installations to withstand collisions from vessels remains largely unchanged. The size of vessels attending offshore installations has, however, steadily increased.

Also, the scope of operations carried out from attendant vessels has increased (i.e. the increase in walk-to work operations carried out from attendant vessels). This has resulted in a significant increase to the risk of structural failure due to attendant vessel collision.

In September this year, HSE wrote to Oil and Gas UK, the International Association of Drilling Contractors and the British Rig Owners Association to highlight the issue and ensure that appropriate controls were being considered. The contents of the letter were then to be shared with the membership of these industry bodies.

The letter discussed the legal requirements on all duty holders to manage this major accident hazard. It sets out the following factors:

- Selection and use of vessels of appropriate size;
- Avoid vessels working in

vulnerable areas;

- Undertake a human factors analysis of the operation;
- Undertake a review of attending vessel arrangements;
- Provide personnel training.

Oil and Gas UK and Step Change in Safety have already published guidance into managing the risk of ship and installation collision. Organisations should be referring to these documents as well as the Guidelines for Offshore Marine Operations (G-OMO) when developing their own attending vessel procedures. The letter also considers combined operations



**Chris Flint says vessel collision is a hazard in the offshore industry**

between different duty holders. It makes the point that when two installations come together, they will have different arrangements for managing vessels. As part of a combined operation, joint arrangements need to be agreed so each

installation can work to their agreed attending vessel arrangements. HSE will continue to engage with industry on this hazard and through its regulatory work, ensure the risk from vessel collision is effectively managed.

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At Step Change in Safety, we make our content and news available on a number of different channels alongside our main website.

Whether you use social media and digital platforms many times a day, or even just occasionally, we would like to invite you to stay in touch with us and keep up-to-date with all our latest developments, events and campaigns which affect the UK oil and gas industry.

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**#playourpart**

## Playing My Part

**Louise Hall**  
UK oil & gas surface delivery manager ground operations, Bristow Helicopters Ltd UK region

Louise has always had a passion for aviation and travel and, from a young age, would stand in the viewing area at Manchester Airport fascinated by the technology of how aircraft were able to fly.

After studying economics, sociology and art she went on to work in the financial sector for nine years before turning her passion into a career, joining what was at the time the UK's largest tour operator with seven million passengers a year, working in the resort, cruise and airline divisions in operational and service delivery roles.

During this time, she was part of the emergency response team activated to travel to destinations worldwide to support customers in the aftermath of natural disasters such as earthquakes and also supporting individuals and their families when accidents occurred often, sadly, when one poor decision resulted in life-changing consequences.

Louise noticed how often the words "if only I had..." were mentioned. From these experiences, her commitment to safe process and procedures was defined and she was determined

that "if only" were not words she, nor her team members, would ever have to say.

After a decade, Louise moved into a project collaboration role with BAE Systems, working with some of the leading Six Sigma and Lean experts giving her an invaluable insight and skills in these methodologies – the principles of which she still applies today.

In 2007, Louise joined Bristow Helicopters after, by chance, noticing a vacancy advertised in a newspaper while on holiday in Aberdeen. Tasked with defining and implementing a client service strategy, Louise moved into roles of service, base and operational management and today, combines service delivery accountability with post holder responsibilities for ground operations, including the passengers' experience and security procedures.

Louise says: "I see many passengers on a day to day basis and also their families awaiting their return offshore. I know a lot of trust is placed in us to deliver the flights safely and on time and this will always be my absolute focus."

Always a Mancunian at heart,

Louise travels back to her home city regularly, but also enjoys a home life in the Aberdeenshire countryside and the peace and quiet after a working day spent in close proximity to rotors running helicopters. Her creative side is fulfilled with hobbies such as photography and furniture renovation.

**Favourite film**  
As a true romantic this would be **High Society**.

**If you weren't doing what you do now, what would you be doing?**

**My 2 polar opposite answers to this would be either a theatre set designer, or alternatively running an animal sanctuary.**

**Favourite food**  
**Chocolate!**



**Louise Hall**

# Triggered lightning not so frightening

**Captain Guy Holmes**  
Offshore Flight Operations Manager,  
Bristow Group Inc

Aircraft manufacturers have studied the effects of lightning for years and helicopters operating today are designed and engineered to allow electrical energy from strikes to pass safely through the aircraft.

While the operation of the aircraft should not be compromised by a lightning strike, components may experience damage that can shorten the lifecycle of the part and there is significant engineering work completed after any perceived strike to check key systems that might have incurred damage.

As you walk around a helicopter, you may see cables and wires on the airframe to allow static potential to equalise across the aircraft. You may also notice static wicks, designed to ensure all parts of the aircraft are electrically connected and at the same potential so energy can dissipate into the atmosphere.

Lightning is attracted to the extremities of the aircraft and takes the easiest path through the structure. During the design process, these paths are calculated, and the aircraft is built in such a way as to direct the currents around the outside of the airframe, avoiding critical components such as flight controls and fuel tanks.

In contrast to natural lightning strikes where there will often be multiple lightning bolts associated with the same intense thunder cloud, triggered lightning



**Cables on the helicopter allow static potential to equalise**

will typically be experienced as just one isolated lightning strike.

This might appear as a random event that just happened to occur as an aircraft was passing, but having studied data since the 1970s, meteorologists are confident it was the presence of the aircraft that created the mechanism through which the lightning strike occurred.

Between October and March northerly airstreams bring cold air and wintery showers to the North Sea, perfect conditions to increase the threat of triggered lightning.

Since 2011 the UK Met Office has been trialling an additional forecast, based on its research and using advanced computer modelling. This forecast provides flight crews with a graphical illustration of areas the conditions most likely for the initiation of triggered lightning exist.

Threat levels are categorised into three colour-coded bands and helicopter operators work with the Met Office and Civil Aviation Authority (CAA) to determine rules that will facilitate safe operation.

The triggered lightning forecast

looks for air masses that have the combination of factors that might heighten the risk of a helicopter inducing a lightning strike, and ties this in with the radar rainfall map to create the final picture.

Winter rain showers are dynamic and changeable, as a result this forecast can be difficult to work with, due to regular revision of the charts. This can create situations where one flight can depart where another cannot, and occurrences where a flight is due to depart and then has to be cancelled at short notice. Aircrew cannot knowingly plan to fly into high risk areas shown in red on the map.

Once airborne, crews will use a weather radar to avoid rain showers and choose an optimal flight path with visual analysis of showers.

Lightning strikes continue to affect our industry and each event has the potential to impact the safety of passengers and crew. Offshore operators are happy to be supporting this Met Office science, sharing information with the CAA and other helicopter operators, in the hope of improving this service to the offshore industry.

## OHSLG - more than just a fancy acronym

The Offshore Helicopter Safety Leadership Group (OHSLG) was formed when the CAA group, OHSAG (Offshore Helicopter Safety Action Group) merged with Step Change in Safety's HSSG (Helicopter Safety Steering Group) in 2016.

Confused? Don't be. The group was created following CAP1145 - the CAA report on the Sumburgh helicopter crash in 2013 - to make sure recommendations are carried out.

One of the actions was to create a leadership group for two years to monitor the progress of CAP1145, which was OHSAG. After that it was agreed to continue this group and merge with Step Change in Safety to maintain links with workforce engagement and continue efforts to communicate effectively and factually.

Keep reading, it gets easier. The OHSLG has two chairpersons, one from the CAA and one from a helicopter operator. The group consists of all helicopter operators in the UK - Bristow, Babcock, CHC and NHV - as well as three senior oil and gas representatives, the trade unions and Step Change in Safety. The body is the high-level, target-setting leadership group for offshore helicopter travel in the UK and has links with Norwegian counterparts.

OHSLG meets quarterly and focuses on risks for all helicopter operators to make sure the right things are discussed. It focuses on key topics and highlights areas where communications need align. Email questions about OHSLG to hssg@stepchangeinsafety.net

## Calling all ESRs

Step Change in Safety often run webinars on a Sunday afternoon discussing topics which are currently affecting the industry.

These webinars are aimed at the offshore workforce and designed to encourage two-way dialogue.

Questions and comments can be sent directly to the moderated panel.

In the past, we've discussed fatigue, safety cards being a numbers game and what makes a good safety committee.

We're looking to schedule more webinars and would very much like to hear from you.

- What topics do you want to discuss?
- Any suggestions about guest speakers?

All ideas welcome - please send them to: ESR@stepchangeinsafety.net



## Elected Safety Reps

we are hosting an event which will support you, provide resources and advice.



▷ **WHEN**  
Wednesday  
7th November  
10:30 - 15:30

▷ **WHERE**  
Pittodrie  
Stadium  
Aberdeen

▷ **PRICE**  
Members: Free  
Lunch provided

### Information includes:

- how to run meetings & give presentations
- mental health first aid
- what the HSE expects of you and much more...

**PLAY  
YOUR  
PART**

**Book your free place:**

[www.stepchangeinsafety.net/news-events/events](http://www.stepchangeinsafety.net/news-events/events)



Winter weather can be difficult to predict, says Captain Guy Holmes

# Personal safety v major accident

**Fiona Fitzgerald**  
DNV GL

Halloween was Tricky Ricky's favourite holiday and he'd spent weeks making his werewolf costume. His mum said that he was old enough to go out himself, so long as he took his little brother.

Tricky Ricky rolled his eyes as his mum told him to be careful crossing the road, not speak to any strangers, and to be polite. She shouted more instructions after him as he and his brother skipped down the path.

The boys walked down the dimly lit street, thinking only of the sweet treats that lay behind each door.

Of course, Tricky Ricky had heard of Old Woman Grant, but he'd never actually seen her with his own eyes. They said that, if you got close enough to her house, you could hear the screams of

trapped souls trying to escape - it was rumoured these were the children who had dared to enter. They also said that her door never opened because, if it did, a curse would sweep across the neighbourhood. But realistically, what's the worst that could happen? Maybe Old Woman Grant would throw a handful of monkey nuts at him. No big deal.

The house needed no fake spider webs or plastic skeletons in the garden to make it look spooky - Tricky Ricky thought the house managed that all by itself.

He imagined how he'd boast to his friends at school tomorrow about knocking on her door. Everyone would want to know what happened - HE was the one brave

enough to snatch the sweets from her bony hand.

With a swagger he dragged his brother up the path towards the house. He felt a frosty nip in the air as he hesitantly tapped on the door.

At first, nothing happened. But then the door opened a fraction. "T...t...trick or treat?", he stammered. Silence. Then, suddenly, a tidal wave of vivid green slime oozed from the doorway, washing over the boys and swamping the streets beyond them. It rippled down the path and across neighbouring houses.

Tricky Ricky looked down at his loot bag - his treats had turned to Brussels sprouts. Dumbstruck, he watched as his brother's skin turned to fish scales. He spun around, horrified to see children engulfed by the

horrific mucus. What had he done?

Tricky Ricky knew to look after himself, but he was so focused on the prize that he overlooked the warnings.

Sometimes in our industry we are so busy taking care of day-to-day safety that we overlook the big stuff. Events that are very unlikely to happen but, if they do, they could be catastrophic. It's easier to focus on those less severe and more frequent events with which we are most familiar. We often call this difference in perception "occupational safety v process safety" or "personal safety v major accident hazard management".

When you go out on the plant today, ask yourself what dangers lurk unseen.



## IOGP sets out new, simpler, rules to prevent fatalities

The International Association of Oil & Gas Producers (IOGP) has launched a new simplified set of Life-Saving Rules to provide workers in the industry with the actions they can take to protect themselves and their colleagues from fatalities.

The IOGP aims to improve the level of industry-wide adoption across the global oil and gas industry. The nine rules, a reduced number from the previous set, still cover a similar scope to that of the original 18 Life-Saving Rules.

IOGP Report 459 v3 introduces the revised IOGP Life-Saving Rules, provides implementation guidance and the background data analysis.

## TEA duko

Tea break

	5				2		6	3
3	1		5	6	4		8	
			9	3			5	
	4		6	1			7	
		9	7		8			
							2	
		1		4	7	2		
4	9	3		8		7	1	5
6	2		1	9			4	8

Lunch break

7	4	8						3
5	2							
1						5		
		2	3		1			6
			6			7	4	9
	8			5	7			2
		1		8				
			5	3		1	9	
4		9		1	6			

Delayed break

						3	6	
	9	7				4		2
4						1		
			1					
5		8	4	7				1
7		3	2					
				9	1			6
	5		3	6		7		9
	2			8				