

# MARINE SAFETY FORUM ALL MEMBERS MEETING 28TH MAY 2015 ALTENS THISTLE HOTEL



## A New Venue for the Summer All Members Meeting in 2015

Welcome to the May 2015 Marine Safety Forum All Members Meeting Newsletter.

The meeting was held at the Altens Thistle Hotel, Aberdeen on Thursday the 28th May. The venue change was mainly due to feedback received from previous meetings at the Airport Thistle Hotel where travel/traffic difficulties was seen to be an issue. Despite a reminder being sent out to highlight this change, some twenty personnel did unfortunately go to Dyce on the day. They arrived in time for the meeting however. The total attendance on this meeting was 111 people. The November meeting will also be held at the Altens Thistle Hotel and consideration will be given to alternating the venue thereafter.



## Opening Presentation

Euan Simpson (Co-Chair) opened the meeting with a safety brief and agenda overview before updating all on the current membership (102 fee-paying companies and 4,387 web subscribers). Euan then gave updates on the workgroups currently active. The “Best Practice for the Safe Handling and Packing of Cargo to and from Offshore Locations” guideline was now live and available from its own dedicated website: [www.onshoreoffshorecargo.com](http://www.onshoreoffshorecargo.com). Handbooks should be available to order but downloads are free. The updated Ship-Handling Record Book will shortly be released following a review. The MSF have been involved in the final consultation review of the MCA’s Code of Safe Working Practices for Merchant Seafarers (changed from Seamen) which will be available later this year.

The 500 metre safety zone workgroup has now met a few times and has recently gained support from Step Change in Safety Leadership Team. The HSE are also active supporters of the workgroup. To date there have been 7 collisions offshore this year. 96% of all recent collision incidents have involved attendant vessels. HSE Inspectors are now asking questions offshore during routine visits about what checks are made and what controls are in place with regard to vessels operating within installation safety zones.

The MSF Website is currently being re-designed as the technology used in the current site is no longer supported (after 13 years). At the same time the logo has been updated. The site will have connections to our new Youtube, Twitter, Facebook and LinkedIn accounts and will feature a video showing how to use the site. Additionally an App is being launched to ‘push’ alerts to anyone with a smart phone that downloads the app. Phase 1 is hoped to be complete this summer with phase 2 taking longer as we are focussing on adding value to paying members.





## Tubular Handling—The ‘Tubeloc’ System

Kim Christensen from Global Gravity, a Danish Company, then presented on “New Generation Tubular Handling”. This ‘Tubeloc’ system has been extensively used in the Danish sector for over 3 years and appears to offer a safe means of transport and storage of tubular cargo up to 13 $\frac{3}{8}$  casing size. The system is modular and offers the opportunity for stacking if allowed by individual operators. Once unlocked by removing the upper clamps, the design allows individual tubulars to be rolled in a controlled manner to where they will be deployed. The MSF were actively involved in trying to get people off pipe many years ago (circa 2005)

and a Gravi-Lift concept was developed and trialled to attempt to offer the crane brothers and pipe lifting slings to the deck crew at the ends of the pipe thus negating the need to climb on top. Unfortunately that concept did not come to fruition for various reasons, the major reason being unsuitability for varied crane hook heights. The Global Gravity ‘Tubeloc’ system does offer these benefits. See [www.globalgravity.dk](http://www.globalgravity.dk).

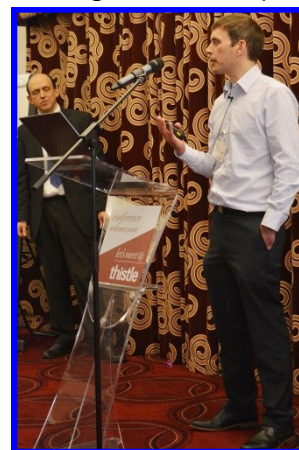


Existing ‘Gravi-Lift’ Concept

## Wire Rope Properties

Owen Ketteringham and Chris Newton of Bridon presented on “wire rope properties, selection, problems and care”. This was an interesting insight into the construction and maintenance of wire ropes. The construction of standard, non-rotating and rotation-resistant wires was explained and where such wires would be used on a selection of cranes and winches to better understand the types of damage that a wire could be expected to

withstand. Heave-compensation for example could drastically reduce the lifespan of a wire as a short section would experience considerable wear. Some alarming examples of damage and neglect were shown to emphasise the care needed for a useful life on offshore wires. Interestingly extremely hot climates present a problem as would deep water pressure where the lubricant either runs away or ‘boils off’. Long term storage before use can also seriously reduce rope property stability.



## Protective Security Input

Graham Milne of Police Scotland then presented on Protective Security Input. (Please note that this presentation is not available to download). Graham set the scene with an enchanting video of beautiful scenic landscapes, rolling hills, historic landmarks, the diverse culture and population of Scotland and ending in graphic pictures of the Glasgow Airport Bombing. We were reminded that the UK has vast experience, some 40 plus years, in dealing with acts of terrorism. Since 2012 (but not including the attacks in Paris

earlier this year) there have been 8 major terrorist incidents in European countries namely Bulgaria, UK, Belgium and France. Most people in the room were very surprised to learn that the current national threat level was in fact SEVERE (the second highest level) and has fluctuated between this and the level below (SUBSTANTIAL) for several years. There are new threats from different sources appearing every year – for example between 500 to 600 people have left the UK to travel to Syria and Iraq in recent

years. Some of these individuals have returned to the UK and are now skilled in weaponry and explosives! With regard to the Oil and Gas and Marine Industry the message is simple – do not drop your guard and always remain alert for any suspicious or odd activity and act immediately by reporting it, 101 is the new Police non-emergency number. You never know but your information could be the first indication that something is being planned or the missing link to an ongoing investigation. By being alert and acting on your suspicions you could help stop a serious incident.

## IMCA Log-Book and General Update

Neil Evans of the IMCA offered an update of all the current activity within the Association. Quite a lot of documents were currently under review including 4 key DP documents namely; M103 - Guidance on the Design and Operations of DP Vessels, M117—The Training and Experience of Key DP Personnel, M166—Guidance on Failure Mode & Effect Analysis and MSF182—International Guidelines for The Safe Operation of Dynamically Positioned Offshore Supply Vessels which was a result of the joint workgroup and has now been published on both the IMCA and MSF websites. Work is also being carried out on guidance for Cyscan and Fanbeam systems.

IMCA have made significant improvements to the Inspector Accreditation standards for carrying out CMID's. A regime of Vetting, Training and Assessment with a five year Revalidation has been set up similar to the OVID process. This helps allay some concerns that OCIMF previously had and brings the 2 systems a step closer. IMCA in conjunction with MSF have also been developing an Offshore Mariners handbook which will complement the suite of Log-books already available. This is intended for personnel such as Offshore Marine Reps and Tow-masters. Log-books are available via IMCA at prices between £15 and £18 each.




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*Please continue to send us your Safety Flashes so that we can help others avoid such similar incidents and generally raise awareness of the hazards and solutions*

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## The Cost Of Accidents – Safety Video

Just before Lunch we were shown a Safety Video presented by Eric Witton of Petersons. This video was made by the Scaffolding Company SGB and is a very good general lesson on responsibility and safety and shows how one thing can lead to another. It shows the different potential outcomes of an incident where a scaffolder breaches his Company policy and answers a personal mobile phone call whilst working aloft. His concentration is broken and he leaves a piece of scaffolding in an unsafe condition.

The video can be viewed on YouTube at: [www.youtube.com/watch?v=IIMWOa5DH08](http://www.youtube.com/watch?v=IIMWOa5DH08). The safety triangle is appropriately used to show a host of different possible outcomes.

This reminded me of an incident years ago where a Seaman fell down external stairs on a vessel because he was carrying and speaking into his phone rather than holding the hand-rails correctly. This was a sobering and thought-provoking film which subdued those present before our meal.

## Vessel Incident – Sharing Lessons

Following the buffet lunch Narve Vage from DOF Management presented on a tragic fatal accident which occurred earlier this year on a very large modern anchor-handler whilst she was mobilising for a chain-handling job in Norway. The incident involved changing out chain gypsies (Kabelaar) on the chain loading system. These are very heavy cast steel cylinders with chain pockets. There was not direct crane access for this work which meant that the gypsy coming off needed to be moved aft whilst the other one after being landed on the main deck needed to be moved forward to the winch shaft. The 3 crew involved, being practically minded, decided to roll the gypsy along the deck. As these units weigh nearly 2 tonnes it was quite a task. Unfortunately one side of the

gypsy entered the chain locker fairlead rail guide allowing the gypsy to overbalance to one side trapping 2 men against the barrier from which the fatality occurred. This was a familiar error of judgement. It is human nature to carefully risk assess complicated “dangerous” jobs but the routine ones do tend to be given less importance and invariably catch us out time after time. DOF have, of course, implemented a suite of corrective actions to ensure no repeat. What was surprising about this incident was the vociferous appetite shown by the media. Within 14 minutes the local emergency services tweeted details of the incident to a waiting world. The national television news covered the accident two and a half hours later.



## ‘1931’

John Blaikie of the Craig Group closed the presentations of the day with an educational approach to safety reporting, safety cultures and statistics. The presentation was entitled ‘1931’ which had most people puzzled until it was explained that 1931 was the date when Herbert William Heinrich published his theory based on statistics collated throughout the 20’s that for every accident that causes a major injury, there are 29 accidents that cause minor injuries and 300 accidents that cause no injuries. This is still known to this day as the Heinrich Triangle. John discussed the need for proactive and positive reporting but even more importantly the absolute need to feedback on any report. A poll of the room was taken to ask how many people found the time to respond and investigate every report.

Very few could claim to doing so. Proactive reporting gives the opportunity when properly investigated to observe trends and predict potential problems. However it was also discussed that reporting for the sake of reporting doesn’t always provide the desired outcome. It is generally felt that a few really good quality reports almost always far outweighs a large volume of less qualitative examples and there is always the danger that the good ones could be lost in the noise of the volume. Of course the reverse to that theory is that quantity does suggest more overall awareness of surroundings which is also a great benefit. In summary therefore the ideal would be to have a range of good quality proactive reports from a wide cross-section of the workforce.



*The Marine Safety Forum is a non-profit-making organisation that actively promotes good practice and initiatives to enhance safety within the marine sector primarily for the Northern European Oil and Gas industry. The membership comprises Ship-Ownning/Managing companies, Logistics companies, Oil and Gas companies, Marine Consultants and other interested parties (e.g. Port Authorities, Trade Associations, Governmental Agencies, Ship-Brokerages etc...)*



## Meeting Agenda and Hyper-Links to Presentations

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|---|--|
| <a href="#">Introductions / Workgroup Updates</a>     | Euan Simpson—MSF Co-Chair (ASCo Marine)  |
| <a href="#">Tubular Handling—The ‘Tubeloc’ System</a> | Kim Christensen (Global Gravity)         |
| <a href="#">Wire Rope Properties</a>                  | Fraser Williams (Bridon)                 |
| Protective Security Input                             | Graham Milne (Police Scotland)           |
| <a href="#">IMCA Log-Book and General Update</a>      | Neil Evans (IMCA)                        |
| <a href="#">The Cost Of Accidents – Safety Video</a>  | Eric Witton (Petersons)                  |
| <a href="#">Vessel Incident – Sharing Lessons</a>     | Narve Vage (DOF Management)              |
| <a href="#">1931</a>                                  | John Blaikie (North Star Shipping)       |
| Round-Up of the Day – Questions??                     | Steve Ferguson—MSF Co-Chair (Maersk Oil) |