

# Marine Safety Forum All Members Meeting 6th November 2014



## Another Great Turn-Out for the 'All Members Meeting'



If you wish a copy of the presentations from the event, please click on the hyperlinks in the adjoining agenda. Please note that the Met Office presentation is a zipped file.



The last All-Members Meeting for 2014, kicked-off at the Aberdeen Airport Thistle Hotel at 0930hrs after many people experienced traffic congestion getting to Dyce. However the sun was shining and the venue was filling to capacity.

With an estimated 110 people present this was in line with our previous record attendance. The room was buzzing with Members networking when Euan Simpson (Co-Chairman) opened the meeting with a safety brief and introduction to the event. Euan continued with a workgroup update setting the scene for the day, namely control of operations within installation 500metre safety zones and all associated issues.



The 500m zone workgroup has met and is now progressing. One major area of concern is the 500m zone entry checklist. Although it is important to have accurate good quality data cards and entry checklists, it is more important to have the two-way dialogue concerning the items on the checklist to ensure both parties fully understand each other's status, circumstances and expectations.

[www.marinesafetyforum.org](http://www.marinesafetyforum.org)

### Meeting Agenda/Presentations

- [Euan Simpson - Co-Chairman MSF Introduction/workgroup update](#)
- [Andrew Stead - Guidance Navigation, 500m Zone Entry Installation Data Cards interactive session](#)
- [Steve Struthers—Gulf Offshore North Sea.. Dropped Objects in the 500 Zone](#)
- [Keith Pemberton—HSE. Operations within the 500m Zone of Off-shore Installations](#)
- [Michael Cowlam and Kaj Lehtovaara. 'Rescue-Runner' offshore R&R trials](#)
- [Jonathan Mitchell—Met Office. CAP1145 Forecasting for Helicopters](#)
- [Lars Olsen—Maersk Supply Service. Anchor-Handling Vessel High Potential Incident](#)
- [Paul Logue— ASCo Europe Best Practice for the Safe Handling and Packing of Cargo to and from Offshore locations—Update](#)
- [Jim Land—Crescent/Technip Control of Work System for the Marine Environment](#)
- [Steve Ferguson—Co-Chairman MSF. Round-up of the Days Proceedings](#)



### What Makes A Good Installation Data Card?

This led us neatly on to Andrew Stead of Guidance Navigation's presentation about Data Cards. Andrew set the scene of the fact that many operators have very different data cards some of which are good but others poor quality in the information content they portray. Andrew threw the question of "what should be in a data card?" "to the floor and a lively discussion took place at each table with suggestions being collated for the workgroup to deal with. Exam-

ples of Data Cards are of course available in the G-OMO guidelines (see: <http://www.g-omo.info>) With Guidance Navigation taking the lead on this project one driver is to ensure data cards have sufficient data for location and types of DP Reference system reflectors/transponders available.

This is the first stage of this project. It is the end goal to have a system similar to Helimet where vessels can ac-

cess an online map with all appropriate information for each installation at the click of a mouse button. Installations on the map would for example have Data Cards and the local Weather and any other relevant information available to download.

### Dropped Object Forum (DROP's) Update

Steve Struthers of Gulf Offshore North Sea who represents the MSF Steering Group on the DROP's Forum (<http://dropsonline.org/>), presented on the continuing issue of dropped objects and potential dropped objects evident in our industry. Steve gave some very scary examples of actual incidents that affected his company's vessels. Items such as drill-pipe, podger bars, scaffold clamps, and grat-

ing were some of these items all with the very real potential to kill when dropped from significant height. The drill-pipe mentioned actually fell end on to the supply vessel and embedded itself in the timber deck of the vessel. It doesn't bear thinking about had one of the crew been underneath it. Petersons also had a display of items recovered from back-loaded cargo in the room to support these findings.

It is disappointing that overboard discharges still pose a threat to vessel (and therefore installation) safety. The MSF has been highlighting DROP's as a serious issue for over 15 years and it is still affecting us. Don't forget that vessels too can be the instigators of potential or actual dropped objects. Everyone needs to remain vigilant.



### Operations within the 500m Zone of Offshore Installations

It is encouraging that the HSE support the 500m zone workgroup. Keith Pemberton from HSE presented on collision risk within the 500m safety zone. Keith explained that modern ships are becoming ever bigger but the installations they support are no more capable of withstanding impact. A summary of the 14 RIDDOR reported collision incidents over

the past 2 years was shown. This begs the question of how many more such incidents are unreported or what about near misses? An example of jack-up wind-farm development vessels being used for fixed installation maintenance was used to emphasise the potential catastrophic consequences that a vessel collision could have with the legs of such a unit. They are

not designed for impact resistance. Thus for such units to operate significant risk mitigations must be put in place such as drift-off working only etc.... Fourteen Mega-joules was quoted as an impact resistance. What does this actually mean to practical mariners? It was felt that familiar terminology would get the message across more clearly.

## Underdeck Rescue Trial Results

Michael Cowlam (Technical Director of Seacraft Marine Consultants) and Kaj Lehtovaara of Safe at Sea A.B. presented on the inshore and offshore trials of a new (to this sector) rescue tool called the Rescue Runner. Similar to a Jet-Ski but more stable and with a low aft freeboard and more protected for the offshore environment, this equipment has been in use in several areas of the world such as New Zealand, Norway and now Stonehaven!

Trials were carried out in Stonehaven, followed by Peterhead under the Tanker Jetty then offshore under the BP Millar jacket platform. The purpose of this is to offer a realistic and safe method of recovering personnel who have fallen overboard and drift under the installation where it is too dangerous for conventional Fast rescue Craft to enter due to cross-braces or pillars, etc.... The film footage was very impressive but how this is taken

forward has yet to be determined. Perhaps EERTAG or Oil & Gas UK/ERRVA could be a suitable conduit. They could also of course get sponsorship from Cadbury's Milk Tray (All because the Lady Loves....).



## CAP1145 and Helicopter Route Planning Weather Criteria



This brought us neatly on to the Met Office presentation by John Mitchell on CAP1145 weather forecasting. We were treated to a very interesting lesson on weather forecasting and climate change. It was interesting to see that the weather last Winter (2013-2014) was officially rubbish (the worst in 35 years). Strangely Stonehaven became an example of extreme weather offered once again which just goes to show that it sits in the centre of

the universe. John explained that under CAP 1145 Helicopter Pilots need to plan the entire route to and from installations taking the maximum allowable limit of 6 metres significant wave height into consideration. There were tools to allow this and this was graphically presented on OH Web. This information hub is deliberately not available to Oil and Gas Operators.

## High Potential Anchor-Handling Incident on Vessel

After Lunch we heard from Lars Olsen of Maersk Supply Service who told us the details of an incident that occurred on an Anchor-handler in Australia. The incident was very serious and resulted in serious injury to one of the deck crew. Thankfully Cor is recovering now but was lucky to survive the incident. The incident involved snap-back of a wire which

when it failed recoiled, struck the after bulkhead of a safe haven and the chain tail entered the safe haven hitting the AB under the chin shattering bone. This reminds us all that Clear Deck Policy must mean just that. Get everyone forward of the winches when working with equipment under tension. It is also a timely reminder to use the correct equipment properly. We wish Cor a speedy recovery.





## Cargo-Packing and Handling Guidelines – Update



Paul Logue of ASCo who is the Worgroup Leader gave the room an update of the progress of the “Best Practice for the Safe Handling and Packing of Cargo to and from Offshore locations” document which is nearing completion. The finished article will be very impressive and useful. It will be presented in various formats recognizing the latest advances in tablet and smartphone technology.



## Control of Work System for the Marine Environment

Our last presentation was from Jim Land who represented Crescent who offer a system called “Worksafe Control Of Work” which is used by Technip. This system incorporated 5 distinct elements namely Safe

Management of Work, Hazard Identification and Risk Assessment which uses energy sources as prompts to aid the user, Permit to Work, Management of Isolations and sub-systems. It seemed quite a good system but

has many similar competitors in this highly competitive marketplace. Finally the audience was subject to a round-up by yours truly which you are reading now.



What a difference a few hours makes!  
The weather at the start of the event..... and after.



Articles written by;  
Steve Ferguson  
(Co-Chairman MSF)  
Based upon round-up talk.

## Don't Forget to Let us Know What you Thought of the AMM?

It is extremely important for us to gain your feedback after the meeting to allow us to continue to provide a high quality meeting and venue.

Please take a few minutes to complete the simple online survey at the following address:

<https://www.surveymonkey.com/s/S9CQ9WQ>

