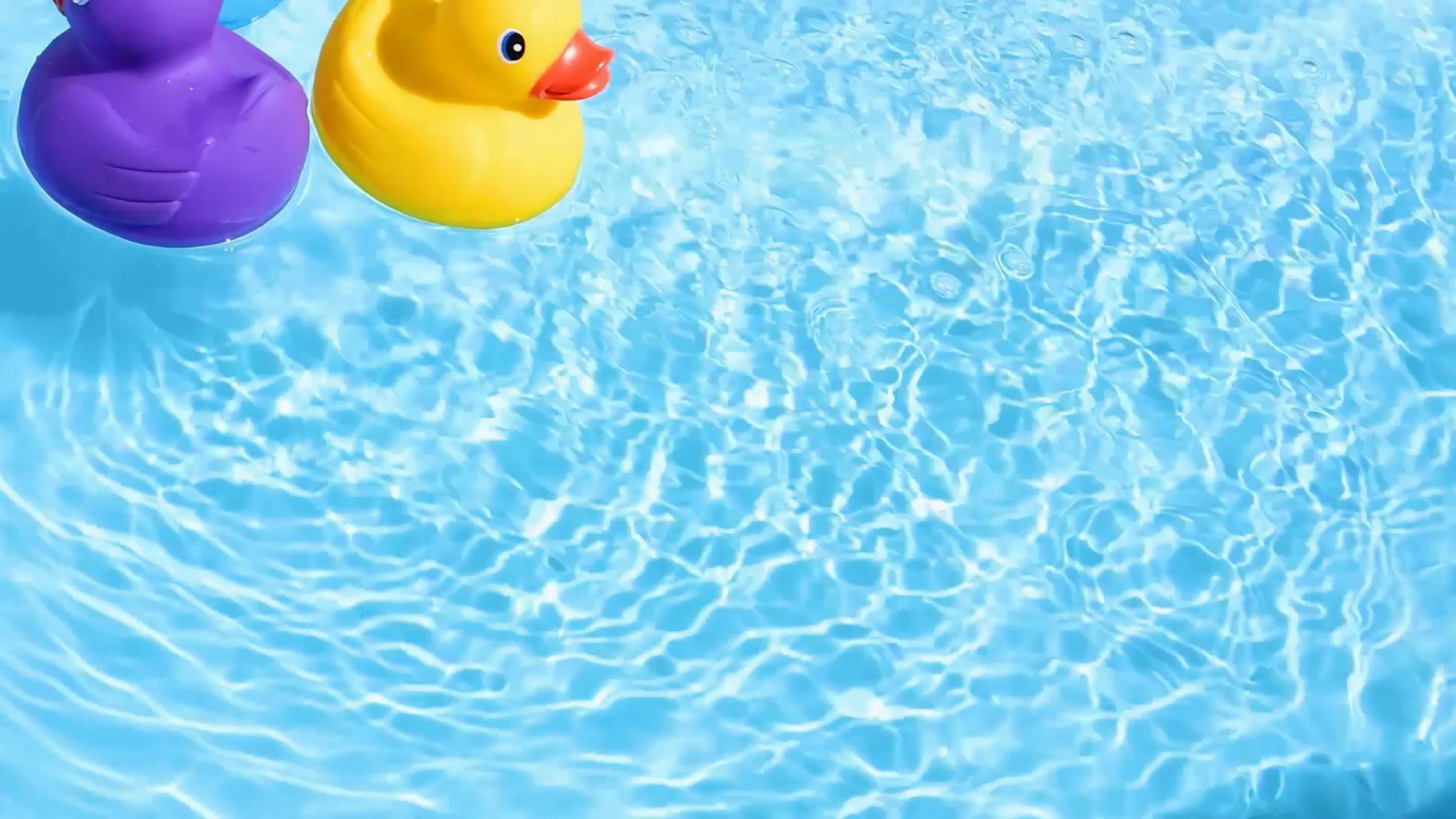




MARINE Safety Forum



MARINE Safety Forum





MARINE Safety Forum



MARINE

Safety Forum



All Members Meeting

Thursday 28th May 2026

Beach Ballroom, Aberdeen

Venue Safety Briefing

- The fire alarm is a continuous siren.
- On hearing alarm, please leave the building by the nearest safe exit.
- Fire exits are situated to the right and left of the stage and via the ground floor exit off the lower foyer.
- The fire assembly point is located within the car park at the rear of the building.
- Do not stop to pick up personal belongings.
- Stay together so that your event organiser can conduct a roll-call.

Meeting Etiquette

Communications

- Please place your mobile phones on **mute**
- If you need to take a phone-call, please leave the room.

Presentations

- Please be **respectful** of the presenters and avoid talking during their session.

Question and Answer Sessions

- Please raise your hand if you have a question.
 - A Steering Group Member will bring you a **Microphone** so that you can be heard by Everyone.
 - Please hold the microphone close to your mouth and **speak clearly**.
 - Please state your **Name**, the **Organisation** that you represent and your **Position** within that organisation.

Meeting Breaks

- Tea and Coffee will be served at 10:20 in the morning session and 14:00 for the afternoon session.
- A Buffet Lunch will be available after the Chairmen's closing summary.
- Please do visit the Marketing tables during these breaks.

Mission Statement and Objectives



Mission Statement

*An **open forum** created to help **improve safety** at all levels in the marine offshore energy sector.*

An inclusive gathering for marine professionals, seafarers and stakeholders in the offshore energy industry to come together and share safety information at an equal level.

Mission Statement and Objectives



Objectives

- *To act as a focal point for marine safety in an open forum of service users and providers*
- *To highlight areas of concern and recommend good practice to prevent and minimise the likelihood of incidents*
- *To inclusively collaborate with cross industry groups*
- *To share safety information and promote good practice across the offshore energy industry*
- *To develop, review and publish industry guidelines*

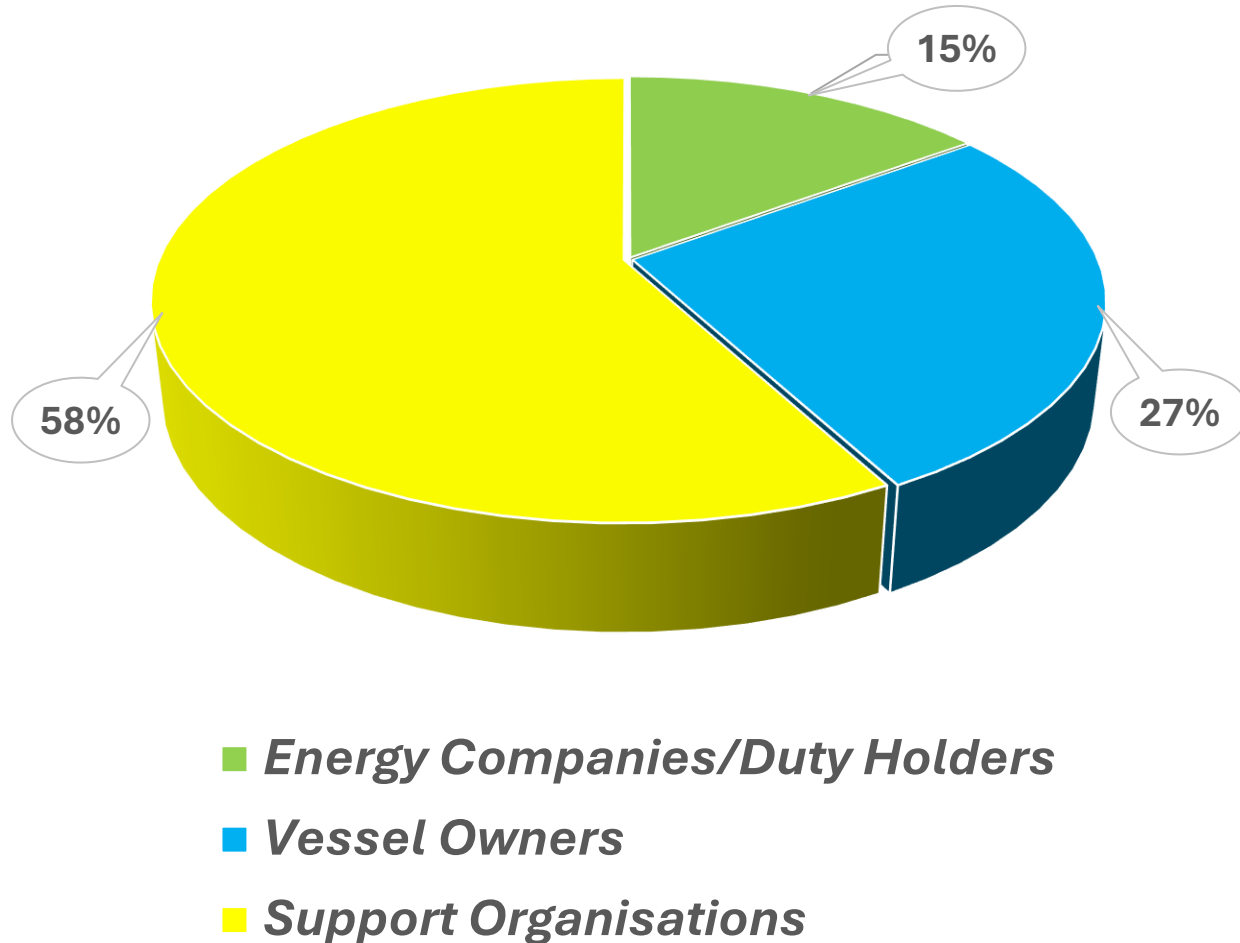
MSF Management Team Structure

- **Alex Morton – Co Chair**
- **Jenny Gillies – Co Chair**
- **John Marshall - Treasurer**
- **John Flynn – Director**
- **Gary Cunningham - Director**
- **Steve Ferguson – Secretary**
- **Neil Carr - Secretary**



Funding Member Companies

2026 MSF Funding Membership Numbers



New Member Companies 2026

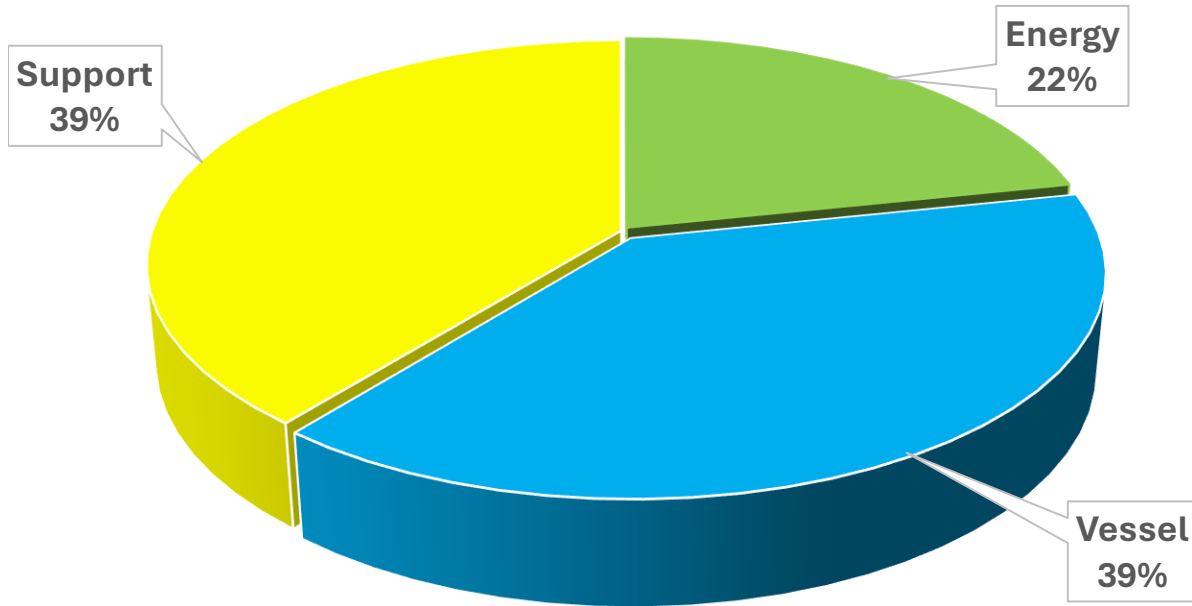
- *SSEN*
- *Purus Wind Fleet Management*
- *Windcat Offshore Limited*
- *Fennex*
- *Stewarts DP & Marine Services Ltd*

Leaving Companies 2026

- *Safer Training*
- *Safelift Offshore*
- *Minto Branding*
- *Gexcon*

Steering Group Allocation 2026

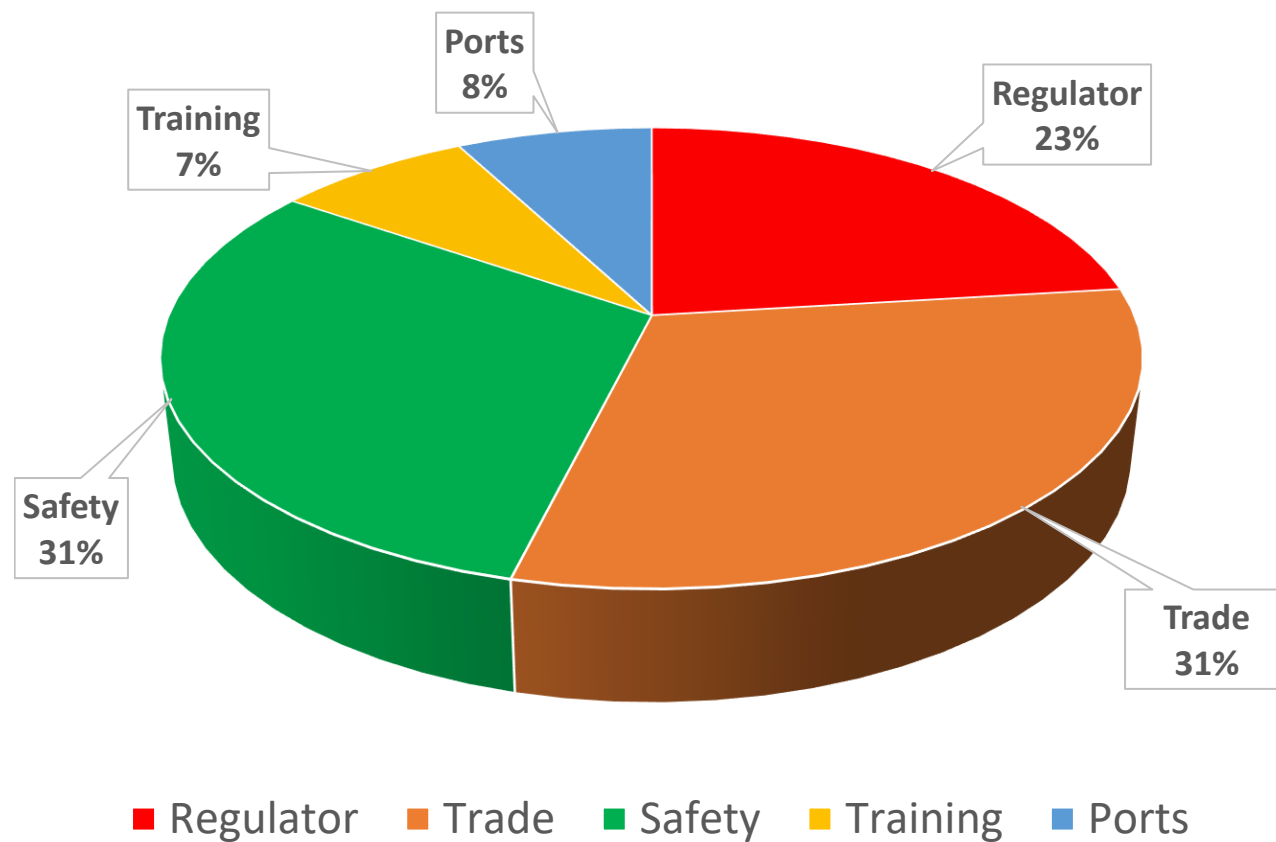
Steering Group Allocation



<i>Christopher Salmon</i>	<i>Adura (UK North Sea Ltd)</i>	
<i>TBC</i>	<i>AMS Global Group Ltd</i>	
<i>Neil Blackadder</i>	<i>ASCo Aberdeen</i>	
<i>Jenny Gillies</i>	<i>BP Exploration and Production</i>	<i>Co-Chair</i>
<i>John Marshall</i>	<i>Briggs Marine Services</i>	<i>Treasurer</i>
<i>Malcolm Mackay</i>	<i>Brodies LLP</i>	
<i>John Cameron</i>	<i>DOF Management UK</i>	
<i>Euan Simpson</i>	<i>Equinor Production UK</i>	
<i>Rob Davidson</i>	<i>Fletcher Shipping Limited</i>	
<i>Alex Morton</i>	<i>Harbour Energy</i>	<i>Co-Chair</i>
<i>Bruce Strachan</i>	<i>TBA</i>	
<i>TBC</i>	<i>Interocean Marine Services (BP)</i>	
<i>Barnaby Leigh</i>	<i>NEO NEXT+ Energy UK Limited</i>	
<i>Steve Myers</i>	<i>North Star Renewables</i>	
<i>Paul Gostick</i>	<i>North Star South</i>	
<i>Patrick (Paddy) Folan</i>	<i>Ocean Installer</i>	<i>Vice-Chair</i>
<i>Keith Dawson</i>	<i>Peterson UK</i>	
<i>Michael Cowlam</i>	<i>Seacroft Marine Consultants Limited</i>	
<i>Gary Cunningham</i>	<i>Solstad UK Limited</i>	<i>Director</i>
<i>John Flynn</i>	<i>Stena Drilling UK Limited</i>	<i>Director</i>
<i>Derek Leiper</i>	<i>Tidewater UK</i>	<i>Vice-Chair</i>
<i>TBC</i>	<i>Vroon Offshore Services Limited</i>	
<i>Tom Griffiths</i>	<i>Vroon Offshore Services Limited</i>	<i>Vice-Chair</i>

Steering Group Affiliates

Steering Group Affiliates



- | | |
|----------------------------|--|
| <i>Paul Young</i> | <i>Health & Safety Executive</i> |
| <i>Mark Holmes</i> | <i>IMCA</i> |
| <i>Peter Lawson</i> | <i>Maritime & Coastguard Agency</i> |
| <i>Mike Deeming</i> | <i>Nautical Institute</i> |
| <i>Christopher Holland</i> | <i>OCIMF</i> |
| <i>Graham Skinner</i> | <i>Offshore Energy UK</i> |
| <i>Gareth Mathias</i> | <i>OPITO</i> |
| <i>TBA</i> | <i>OREEF</i> |
| <i>Lindsey Hammond</i> | <i>Police Scotland</i> |
| <i>Benjii Morrison</i> | <i>Port of Aberdeen</i> |
| <i>Derek Cardno</i> | <i>Scottish Fishing Federation (SFF)</i> |
| <i>Craig Wiggins</i> | <i>Step Change in Safety</i> |
| <i>Kerrie Forster</i> | <i>Workboat Association</i> |

2025 Safety Statistics



2025 Safety Statistics



Recent Safety Flashes

26-05 - Fixed Tank Washing Potential Dropped Object

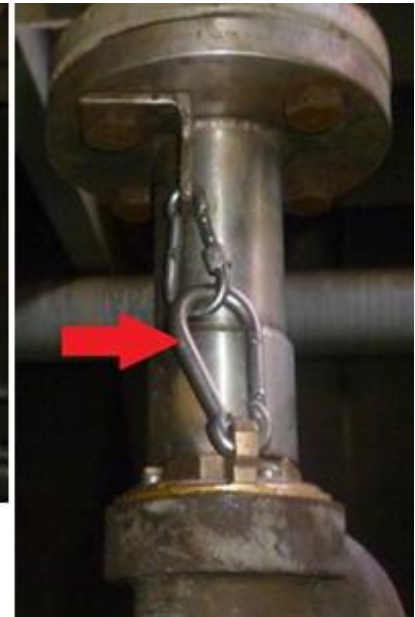
Fixed 10kg tank washing machine found on the tank bottom by the tank cleaning team having fallen from its fixed position due to a broken connection to the supply pipe.

Causes were identified during the investigation:

- PMS periodic inspection and overhauling of those machines not carried out properly due to accessibility.
- Washing machines mounted with threads and are not secured or considered as Potential Dropped Objects.

The actions below were implemented on the members fleet of vessels:

1. Add Tank Wash machines to PDO Register.
2. Add secondary retention to each machine.
3. Review amend and/or correct PMS Routine



Recent Safety Flashes

26-04 - Hazards of Vessels External Stairs

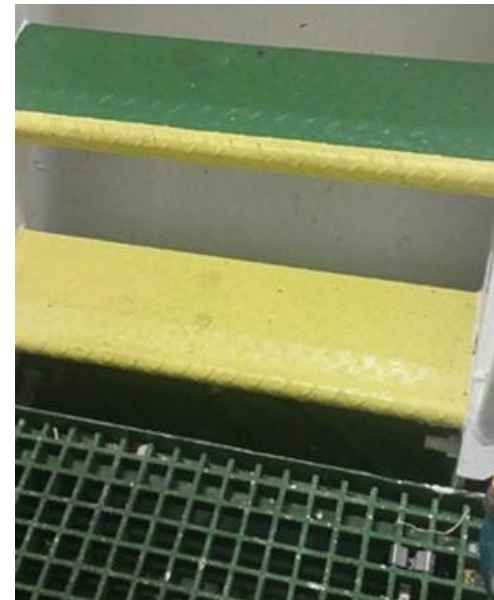
During daily activities onboard a member's vessel a member of the crew tripped on the vessel exterior stairs, lost balance and sustained a back injury.

Following the investigation two of the causes noted were:

- The 1st step has less of a rise than the others because of gratings which have been fitted at deck level
- The original anti-slip surface has become ineffective due to multiple layers of paint applied over the years

After this incident, the vessel owner implemented the following actions:

- If step heights / rise is inconsistent, this should be included in the vessel familiarisation process as a vessel specific hazard
- All vessel stairways to be inspected to assess the need for re-application of anti-slip treatment (e.g. sand in paint or anti-slip pads as shown below)



Recent Safety Flashes

26-03 - FRC Lost at Sea

Whilst a vessel was proceeding from port to an offshore location the Port side FRC washed overboard caused by a rogue wave impacting the port side FRC stowage compartment becoming swamped by a large wave from abeam during rough weather conditions. The boat was immediately seen by the bridge watch to be in the water floating in a capsized condition. Video footage shows that the wave reached up to and beneath the port side bridge wing. The boat could not be recovered at that time.

During the onboard investigation it was confirmed that the davit hook and wire were still intact/undamaged, but the fibre lashing straps had been torn apart, and several davit components were damaged.

The FRC was recovered and an equipment manufacturer report on the hook showed plastic deformation of the hook body, hook element, and release mechanism consistent with an abnormal high energy impact, resulting in structural deformation. No evidence has been identified to suggest malfunction, wear-related failure, or spontaneous release under normal operating conditions.

A large, unexpected wave hit the vessel from abeam. The wave forced the FRC upwards, impacting the davit with such a force that it severely damaged the hook release mechanism. The lashing straps for the FRC (2,5 t) were under-dimensioned and worn out (5 years old).

Recent Safety Flashes

26-03 - FRC Lost at Sea (Continued)

Norwegian Coastal radio and onshore ship management notified. A temporary FRC was provided at the first opportunity. Enhanced inspection of the FRC stowage and securing arrangements during weekly inspections, and when adverse weather is expected. Additional lashings may be applied in advance of forecast heavy weather. Periodic planned maintenance check of FRC lashing/ratchet straps (using 5t lashings), and planned maintenance routine to replace FRC lashings at 2-year intervals.



Main Presentations



Please Welcome Our Invited Presenters



Lunch and Networking

Please use the opportunity to Catch-up with Colleagues/Peers
and visit the Marketing Stalls

Meeting Feedback



Please take a moment to complete the:

ALL MEMBERS MEETING FEEDBACK FORM MAY 2026

**This is important to let us know what your experience was like
and what our audience expects at future meetings.**