

6°degrees

News, Views and Reviews from the
International Dynamic Positioning Operators Association

Issue 4: Summer 2010



Competent Crew
HOW TO MEASURE UP

Do The Right Thing
NI CERTIFICATION CHANGES

STCW Changes
DP ON THE IMO RADAR

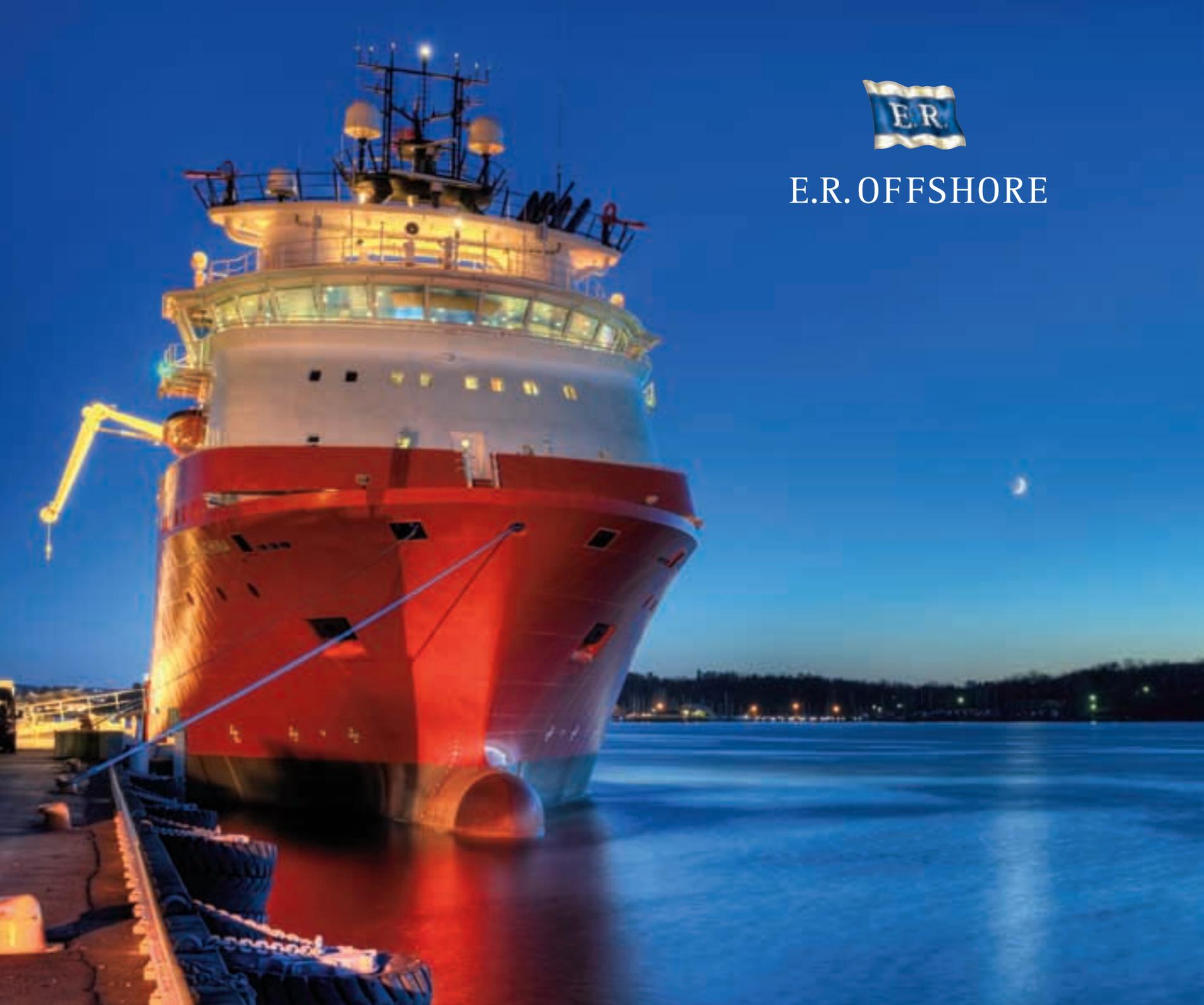
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WELCOME

TO 6degrees, THE E-JOURNAL FROM IDPOA



Hello again, and welcome to Issue4 of 6degrees. In recent months, the offshore industry has been trying to come to terms with the “Deepwater Horizon” disaster – this probably isn’t the right place to speculate as to the causes or to comment on the clean up or capping operations, so instead we would simply wish to send our heartfelt condolences to those who lost family, colleagues, friends and loved ones in the tragedy.

There have been fingers pointed at most of the players in the sorry saga, and it is perhaps telling that the US Authorities took two strikes at organising a ban on drilling. A federal US judge managed to block the first attempt at a six-month moratorium on deepwater drilling in the Gulf of Mexico imposed by the Obama administration, before they eventually succeeded.

The drilling ban is a cause for real concern to not just the oil majors, but the many companies who support them. Like a gold rush frontier town when the nuggets have dried up, The GoM is in danger of becoming a shadow of its former self as the industry hitches its wagons (or more accurately its deepwater rigs) and heads to the waters of Brazil, India, Africa, et al. Diamond Drilling for instance has just begun the process of moving its deepwater rig, “Ocean Endeavor” to Egypt seemingly owing to the uncertain operating climate.

There are many pointing fingers at the ways in which the whole industry has been policed and monitored, and perhaps the ban wouldn’t have been an issue had the US Government been able to better ensure the safety of the drilling off its coast and if its response mechanisms had been better prepared. In granting licences and then sitting back perhaps Governments have to share the blame – regardless of how convenient the scapegoats have been made to appear, or how easy to pin the blame on those actually drilling.

These events are not rare, and so we need to be better prepared to deal with them. According to Shell International Health and Safety Group auditor Bill Campbell, world-wide since 1955 and prior to “Deepwater Horizon” there have been 44 notable blowout events causing 79 deaths, with significant loss of assets and one event in 1979 causing massive pollution. In this 55 year period between 1955 – 2010 the mean time between blowouts was 15 months. By any definition therefore blowouts are not rare events, and in pretending otherwise we perhaps negate our ability to cope with them.

We hope that common sense prevails and that lessons are learned, and steps taken to get drilling again, but with increased vigilance, safety measures and response mechanisms in place.

So please enjoy this latest issue, and the points we raise within. We’re all about interaction so please comment, email us, and engage in the debates on our forum. With IDPOA you now have a voice in the industry, so use it.

All the best,

Steven Jones
Executive Director



IN THIS ISSUE

We are very fortunate once more to have the wise words of a number of our fellows to help guide us through the muddy waters of DP.

So inside this issue – we’ll look at how common courtesy and respect can actually make a difference to operations, we tackle the rather troubling fact that so many DP trainees can’t even complete their logbooks correctly (which does rather make you wonder) and talking of which, Bibby Ship Management look at competency issues and of their new system to manage and assess their crews.

It has been a really landmark few months since the last issue of 6degrees – we spoke at the European DP Conference (see our feedback inside), and we also proudly took our place on DP-TEG...so we now truly do provide a representative voice into the industry. In fact, your input is needed right away – what do you think should happen about minimum seetime prior to starting the Basic course? Should it count or not? What about qualifications? Should the DP Operators Certificate be open to all, or should it be limited to OOW Deck? Changes are afoot, and if you want to have a say you have to get involved.

The International DP Excellence Awards has also really taken the industry by storm – and we’ll have an in-depth look at the awards, the winners and also what it has meant to them. The Awards also threw a spotlight on a brave sea rescue, and we have not only recognised the valour and excellence shown by the crew involved we also bring you a feature on the heart-stopping rescue.

There’s no getting away from the legal issues of DP, and of the concerns for many DPOs working in an increasingly litigious environment. We are working to provide access to insurance and legal services for our members, and as part of these efforts we welcome an article from specialist lawyers in the States who have first-hand experience of the problems facing those working offshore.



Well On Our Way...



Hello again, fellow DP er's, Hope all is going well for everyone's placements and career satisfaction as well as the overall enjoyment of the job.

As we all travel to and from the ends of the earth to reside onboard our vessels and settle in and get on with the job for various lengths of trips I believe that we must all believe in the "We attitude" as a team effort. Many onboard deal with time away, difficulties in the industry or at home differently and even the everyday dealings of the job. Seafarers have always been known as being team players, and I must say that I have always been proud of most crew member's attitude towards fellow crew members who were always there willing when needed to help out.

This is the "theory" that I have always tried to implement onboard even as a junior officer coming up through the ranks. You can't be successful all of the time but as long as there is a genuine effort there, it will make a difference.

I am super proud and very honoured to have received the Mentor/Trainer of the year award. To be recognised by your crew and peers in the industry is an honour. I have always appreciated and held respect for many of the Captains that I have sailed with that had a "moment" for any crew member and was approachable for any issue whatsoever and I have always tried to take something

positive from their experience. I think that the proper way ahead to a good crew atmosphere is that we should keep in mind and try to remember that none of us were born with any of the knowledge we have today, "WE" all had to learn as well during the whole process at some point. As we all know, a happy and respectful atmosphere onboard goes a long way to getting the best out of all crew and makes for a safer and more efficient industry standard.

I can remember working with a "trainee" DPO on the desk of a Class III Drill vessel, actually the largest in the world at that time, and I was the SDPO, with plenty of experience. I could not manage to get all of our 10 Beacons calibrated on the seabed, and without these we could not establish position for the 3rd reference thingy and the client would not permit us to Drill. So after about 5 hours of messing about, I was just ready to wipe the slate clean and restart, when he quietly whispered in my ear, "maybe if we do this" it could work. My first instinct was to tell him to be quiet and who did he think he was etc. Well, after thinking about it for 2 mins. I realised what he had said was pure and simple. AND I had been missing it all along. I took his advice and all was well!

This is why I say now and always! We are a team, we all have our place and we all have "something" to add to the DP bridge team, even to this day I keep getting surprised

of how much our "young guys" and juniors really do know, and remember, it was a long time ago when most of us were at school and in the learning mode, we are never too old to learn. Also there are more than a few of us that probably have acquired the idiosyncrasies that only God himself knows where they came from over the years!

The most beneficial aspect that I find when you are open to all levels of experience and everyone's input is that the newer personnel are much more comfortable expressing their opinions and advice and we older dogs can still learn new tricks!!

In closing I believe that the awards scheme was well received and gives us all a forum to show recognition to our fellow DPO's and congratulations to the other recipients well done and we should all keep up the good work. Have a Happy and Safe voyage wherever you may be.

Politeness and consideration for others is like investing pennies and getting dollars back

All the best - Marc Bragg

Captain Bragg is the Chairman of our Representation Committee, and was also the first recipient of the International DP Excellence Awards, Onboard Trainer/Mentor of the Year



Legally Speaking

Dynamic Positioning (DP) has rapidly become the standard required by major offshore industry stakeholders for deepwater drilling applications, semi-submersibles, mobile offshore drilling units (MODU), offshore supply vessels (OSVs) and anchor handling tug supply (AHTS) vessels as well as for peripheral applications such as pipe laying, cable laying and hydrographic surveys. As more industry stakeholders require DP systems to increase safety and efficiency in offshore applications, companies are in need of watchstanders who are adequately trained in DP operation and related safety issues. As with other technological advances offshore, the regulatory framework has yet to catch up with current industry practices for the training of DP system operators. This disconnect between newly formed industry standards and existing mariner licensing requirements has led to confusing circumstances for employers and vessel owners in the offshore sector.

In the absence of regulatory standards for the certification of dynamic positioning operators (DPOs), industry organizations provided guidance and a framework for international standards for a DPO training regime. Among these organizations the Nautical Institute launched a licensing program and training scheme for watchstanders to obtain an accredited DP Operator's Certificate. After the completion of a DP Introduction/Basic course and 30 days of logged seagoing DP familiarization, the candidate then completes an advanced DP simulator course. Upon satisfactorily completing the advanced course, logging the requisite supervised DP operations and obtaining a completed statement of suitability as a DP Watchkeeper from a vessel's Master, an accredited DP training center may issue the candidate a DPO Certificate.

Through this curriculum, the Nautical Institute set a standard that is now required by industry stakeholders, organizations and state run maritime agencies for DPO certification and training. Internationally, the Institute's training regime has been recognized by the IMO through MSC Circular 738. Among other endorsements, the International Marine Contractors Association (IMCA) incorporated the Institute's DPO certification in its guidelines for training and experience of key DP personnel. State run maritime agencies, including the U.K. Maritime and Coastguard Agency and Norwegian Maritime Directorate, also endorsed this certification process in some cases. However, U.S. regulatory bodies have yet to regulate a DP certification process or establish a Merchant Marine license endorsement for DP.

While there is no doubt that charterers, owners or managers of DP vessels and semi-submersibles should hire and train competent DPOs to industry standards, the interaction between DP certification and license requirements can be confusing. Accordingly, the dilemma for the majority of owners and operators of DP vessels in the Gulf of Mexico is whether a DPO standing watch on the bridge of a vessel is required to maintain (1) a DPO Certificate, (2) a USCG Merchant Marine Officer's license or (3) both.

The issuance of a DPO certificate is itself an important part of maintaining a safe and industry compliant navigational watch. However, hiring a DPO with a DP certificate who is not qualified as a licensed watchstander may not be enough to comply with the Coast Guard

requirements. This certificate merely complies with industry standards and does not necessarily license an individual to stand a navigational watch. Although U.S. regulatory bodies have not mandated a DPO certification or endorsement to a Merchant Mariner's License, DPOs can nonetheless be watchstanders and in this case, the applicable standards for maintaining licensed officers must comply with U.S. Coast Guard licensing requirements. 46 C.F.R. § 11.401 et. seq.

To stand watch in the capacity of master, chief mate or other officer in charge of a navigational watch, the watchstander must be licensed by the Coast Guard in accordance with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended in 1995 (STCW), and other laws and receive the appropriate certificate or endorsement as required by STCW. 46 U.S.C. § 10.101 et. seq. For example, a Senior DPO, standing a bridge watch alone, may not comply as an officer of the watch. On the same token a license chief mate may not comply with industry standards as a DPO. Consequently, when hiring and employing a watchstander aboard a DP vessel, the vessel owner or operator should be careful to comply with both industry standards for DPOs and Coast Guard licensing requirements. Furthermore, to avoid potential liability issues, employers should be sure to comply with the licensing and manning requirements for the specific tonnage or class of vessel also.

In the event of a marine casualty, there may be certain liability consequences for the vessel owner and operators. For example, a vessel owner who employs a DPO who is not a licensed mariner and also a certified DPO may unnecessarily expose himself to additional liability as courts have consistently held that vessel owners have a non-delegable duty to man vessels with a competent crew. Therefore, owners need to ensure that their vessels are staffed by competent and properly-licensed mariners at all times. If a vessel owner does not take these steps, he could violate this duty and in some cases inadvertently waive the limitation of liability provisions he would normally be entitled to under U.S. law.

Justin Mitchell and Carlos Tamez practice admiralty and maritime law, personal injury and commercial litigation in the Houston office of Hill Rivkins LLP (www.hillrivkins.com). Mitchell is also a licensed mariner and former OSV captain and Tamez is a licensed shipyard welder. Both attorneys can be reached at jmitchell@hillrivkins.com or (713) 222-1515.



GETTING ONBOARD

NEWS FROM
THE IDPOA
REPRESENTATION
COMMITTEE

As regular readers and members will be aware, one of the primary reasons for the very creation of IDPOA was to provide DP practitioners with the means to have a representative voice in the industry. As part of this process we recently took our place as part of the DP Training Executive Group (DP-TEG).

DP-TEG exists to provide industry guidance and representation of stakeholder input into Dynamic Positioning training. The group meets every six months, and is made up of representatives which were seen as being in the DPO's "sphere of influence", and include:

- The Nautical Institute (Chair and secretary)
- Ship owners/Operators in the form of trade associations
- The International Marine Contractors Association (IMCA)
- International Chamber of Shipping (ICS)
- The International Association of Drilling Contractors (IADC)
- The International DP Operators Association (IDPOA),
- Internationally accredited DP training providers.

Our input is provided by our Representation Committee, and our first submission was very well received, and indeed added a new dimension to proceedings. There is a real sense of perspective which can be brought to such meetings when the voice of those affected and dealing with the decisions is thrown into the mix. The input of IDPOA was really valuable and important and will continue to be so into the future. DP-TEG is working on a range of issues which directly affect the training and certification of DPOs, and there are some far reaching decisions and developments which stem from the group.

Currently discussions relate to DP Sea Time Reduction, the provision of the NI Online Certificate Project, which is due to go live in January 2011. While also looking at the issue of Minimum Entry Requirements to undertake the DP Operators training scheme, as well as the closing down of the ability to use sea time completed on a DP vessel, within the period of the last 5 years from the date the application is submitted as part of the DPO certification process. The formal NI proposals are on the next page, and they want to hear from IDPOA as part of the debate.

Amongst the debate, one of the more contentious issues related to a proposal by the UK Chamber of Shipping (UKCoS) for the creation of a DP vessel type specific certificate applicable to the OSV sector. UKCoS indicated that its members had issues with the effectiveness of the current generic NI scheme in their sector and with retention. The consensus of DP-TEG was that this proposal would be problematic to implement and could lead to a lessening in standards.

IMCA indicated that any changes should build upon the NI certificate scheme rather than creating ship/company specific certificates as it felt that the existing certificate scheme is the foundation for DP training.

The NI stated that there should be industry consensus to address the issues of relevance and retention in the OSV sector and proposed that a meeting of relevant industry stakeholders be held to find consensus.

So what do you think? Should we have minimum entry standards for DP trainees? Should sea-time before the basic course be counted, and do we need a new "lesser" certificate? This is your chance to join in the debate – email dpo@dpooperators.org to have your say or to find out more.

Every issue we will report back from the RepComm to let you know what we've been up to, and so you can see where your ideas, views and input can be put to such valuable use.

IDPOA exists for you - so don't think your views don't count, or that industry will never listen. This is your chance to get involved, and we look forward to hearing from you, and to working on your behalf to make the world of DP a better, safer, more professional place.



Acting as Secretary to the Representation Committee is Miss Gianna Molica-Franco.

Gianna is the IDPOA Media & Marketing Manager, and will liaise with the group to ensure everything runs smoothly. You can email [Gianna marketing@dpooperators.org](mailto:gianna.marketing@dpooperators.org) to find out more or to join in.





DP Training have your say...

As part of our DP-TEG remit, we play an important part of the decision making process. Currently IDPOA members are being asked to provide feedback and opinion on the following two proposals.

MINIMUM ENTRY REQUIREMENT

BACKGROUND

There are currently no minimum requirements for entry onto the NI DP Operators Certificate scheme. Any individual can undertake the scheme and ultimately, if successful, be issued a DP Certificate.

This position has potential implications on DP operations and operational safety. Anecdotal evidence also indicates that the integrity of NI DP Operators training scheme is being questioned as a result.

PROPOSAL

It is the Nautical Institute's intention to adopt a minimum standard for entry onto the scheme.

They are proposing that the minimum qualification should be set at Officer of the Watch (OOW Deck) level.

DP TIME PRIOR TO BASIC COURSE

BACKGROUND

The current position is that, if at the time of application, all the elements of the training scheme are completed within the previous 5 years the application will be accepted.

Concerns have been voiced that, frequently, the quality of sea time prior to attending the Induction / Basic course is questionable, and so the issue of voiding the time before the course is being explored.

PROPOSAL

It is the Institute's intention to adopt the policy that no DP time prior to attendance at the Induction / Basic course will be accepted toward the award of a DP certificate. The clock will be set to zero as soon as you walk into the training centre.

ACTION

The NI intends to implement these actions at the beginning of 2011 and feedback on this proposal is requested as these proposals will be part of the next DP-TEG discussions in November.

...so what do
you think?

DO THE RIGHT THING



The Nautical Institute is improving its Dynamic Positioning Services to better assist DP Operators, and they have asked IDPOA to tell you about a range of exciting new developments they are making.

There have been criticisms in the past of the time taken to process certificate applications, and so we applaud these efforts to modernise, streamline and improve the process.

From January 2011, DPOs will be able to:

- Track the status of their logbook online
- Insert all information online direct to The Nautical Institute
- Pay online for courier services

The new system will speed up the certification process, bringing further benefits to DPOs, who will have their logbook back in a shorter period of time, which has to be good news for everyone

How will the new system work?

1. DPOs will electronically input personal records and sea time experience
2. Credit card payment for courier services will be taken
3. A complete application form will be downloaded containing the records input online
4. The complete application and logbook must then be sent to The NI for verification
5. While their logbook is being verified DPOs will be able to track its progress
6. Once verification is complete, The NI will courier the logbook and certificate

Incomplete logbooks

The process will only work and a certificate will only be sent if the application is completed properly. The Nautical Institute reserves the right to send incomplete logbooks back to applicants, and they have to do this all too often.

Captain Mark Pointon, fellow of IDPOA and DP Training Manager at the Nautical Institute says that the problem of incomplete and wrongly filled in forms is a real headache. According to Mark, "All too often there are errors or omissions, sometimes even both in logbooks. This slows down the process for everyone and the applicant will not receive a certificate."

As such Mark sees that the new system will be a real help, but he also asks that Masters, Senior DPOs, Training Centres and Companies all help too. He adds, "Please make sure the trainee DPOs you work with are aware of how to fill in the logbook - as the inconvenience of getting it wrong can affect us all".

Logbooks considered incomplete will be those which do not have the following, though there are other common errors to be aware of, and it is important to check, check and check again:

- A stamp in all fields required
- A signature in all fields required
- Enough sea time experience or sea going familiarisation days

In order to get it right check out the logbook sample at www.nautinst.org/DP/index.htm

Rejected

GETTING PHYSICAL

The role of DPO brings with it many challenges...not least spending a lot of time sat in a big chair eating too many cakes and drinking gallons of coffee. So far, so a normal night at home...however this is a profession and career!

Now of course we Professional Associations are usually all about making you a 'bigger person', this time out less is more and we think its time we all got physical and focused on making the fat, FIT.

We've got to go now, as the microwave has pinged, but a company called The Physical Initiative can teach you more...

The Physical Initiative provide companies with the best health & fitness education and promotional programmes in the shipping industry. The HEALTH of the seafarer and the SAFETY of the vessel is significantly improved by the implementation of the services they offer:

- Ship Visits & Audits: where a Consultant visits a ship at least once a year at sea, or in port, to conduct Crew Fitness Clinics, and evaluate Catering and Exercise facilities
- Company Staff Days & Workshops: where Consultants visit company offices to offer assessments, programmes, lifestyle and nutritional advice, and presentations for senior staff
- Remedial Programmes: for crew failing ENG I medicals for endocrine fitness

Their work with seafarers is unique in the shipping industry. It provides a detailed and unparalleled assessment of seafarers' health and physical welfare, as well as giving practical assistance to those having difficulties with their endocrine fitness. Throughout the last year they have continued to provide preventative Health Fitness services to over 500 seafarers around the world, and even in this difficult period have succeeded in encouraging a better health culture among seafarers and improving the physical fitness status of many.

Having recently opened a new office in New Zealand, a region where Director Carl Paddick has already been successful in promoting better health awareness with shipping. It is anticipated that interest in The Physical Initiative's health education and promotional programmes will continue to grow, as more companies strive to be compliant with the regulations of the Maritime Labour Convention 2006.

The Physical Initiative emphasise the importance of good heart health as a priority for seafarers who need more education, guidance and practical help to improve their cardio respiratory health



The development of the work of The Physical Initiative has been encouraged and sponsored by The Seamen's Hospital Society, who continue to be proactive in their support of preventative health services for the greater seafaring community.

A new fitness book for seafarers is currently being produced and will be available soon on all ships. The Seamen's Hospital Society is The Physical Initiative's charity of choice for support.



www.physicalinitiative.co.uk



THE SEAFARERS' CHALLENGE

Physical Initiative launched a competition in August 2009 to encourage seafarers worldwide to get exercising and compete against one another, individually, by ship and by company. Their website hosts the results which are published monthly. The competition is free to all who enter.

27 ships and over 500 crew members have taken part this year, and the seafarers tested have shown marked improvements. Fitter, Faster, Stronger, Happier...

Although the results show improvements, the percentages of unfit seafarers is still too high. The company has written to UK shipping companies encouraging them to include health & fitness awareness as part of nautical training at maritime colleges; currently no formal education is given on personal fitness, healthy eating, exercise or lifestyle issues at sea. We need to do more.

They would also like to see newbuilds coming onstream with well equipped gyms with room for several crew to exercise at any one time, and the catering department should offer more healthy option meals and have better awareness of menus that are low in sugar and fat. It might not sound fun, but then neither is dying at 40 from heart disease...so get involved, get to the gym and get competing.

STCW: FUTURE PROOFING PEOPLE



Splashed across pretty much every maritime newspaper, website and blog has been the news to emerge from Manila of the major revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the STCW Convention), and its associated Code which were adopted at a Diplomatic Conference in the Philippines.



The changes have been instigated as a means of trying to raise the bar of STCW, with the intention of ensuring that the necessary global standards will be in place to train and certify seafarers to operate technologically advanced ships today, tomorrow and perhaps even as a baseline for the future.

The amendments, to be known as "The Manila amendments to the STCW Convention and Code" are set to enter into force on 1 January 2012 under the tacit acceptance procedure and are aimed at bringing the Convention and Code up to date with developments since they were initially adopted in 1978 and further revised in 1995; and to enable them to address issues that are anticipated to emerge, essentially trying to "future proof" maritime education, training and certification.

Amongst the amendments adopted, there are a number of important changes to each chapter of the Convention and Code, including:

- Improved measures to prevent fraudulent practices associated with certificates of competency and strengthen the evaluation process (monitoring of Parties' compliance with the Convention);
- Revised requirements on hours of work and rest and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for seafarers;
- New certification requirements for able seafarers;
- New requirements relating to training in modern technology such as electronic charts and information systems (ECDIS);
- New requirements for marine environment awareness training and training in leadership and teamwork;
- New training and certification requirements for electro-technical officers;
- Updating of competence requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on liquefied gas tankers;
- New requirements for security training, as well as provisions to ensure that seafarers are properly trained to cope if their ship comes under attack by pirates;
- Introduction of modern training methodology including distance learning and web-based learning;
- New training guidance for personnel serving on board ships operating in polar waters



STCW: FOCUS ON DP



In addition and of most interest to us was the addition of new training guidance for personnel operating Dynamic Positioning Systems, which has been placed in Part B of the Code, as guidance. The text reads as follows – and while there are only a few points raised it can be seen that the very existence of specific reference to DP will perhaps change the operational landscape from a training and certification perspective.

It is very difficult to know fully at the moment what the full fallout of this will be – however, there will be changes as some Flag States look to internalize their DP certification processes, while for many it will simply be business as usual with the NI scheme continuing as the standard. Section B-V/f*

Guidance on the training and experience for personnel operating dynamic positioning systems

1. Dynamic positioning is defined as the system whereby a self-propelled vessel's position and heading is automatically controlled by using its own propulsion units.
2. Personnel engaged in operating a Dynamic Positioning (DP) system should receive relevant training and practical experience. Theoretical elements of this training should enable Dynamic Positioning Operators (DPOs) to understand the operation of the DP system and its components. Knowledge, understanding and experience gained should enable personnel to operate vessels safely in DP, with due regard for safety of life at sea and protection of the marine environment.
3. The content of training and experience should include coverage of the following components of a DP system:
 - DP control station;
 - Power generation and management;
 - Propulsion units;
 - Position reference systems;
 - Heading reference systems; 6 environmental reference systems; and
 - External force reference systems, such as hawser tension gauges.
4. Training and experience should cover the range of routine DP operations, as well as the handling of DP faults, failures, incidents and emergencies, to ensure that operations are continued or terminated safely. Training should not be limited to DPOs and DP masters only; other personnel on board, such as electro-technical and engineer officers, may require additional training and experience to ensure that they are able to carry out their duties on a DP vessel.
5. Consideration should be given to conducting appropriate DP drills as a part of onboard training and experience. DPOs should be knowledgeable of the type and purpose of documentation associated with DP operations, such as operational manuals, Failure Modes and Effects Analysis (FMEAs) and capability plots.
6. All training should be given by properly qualified and suitably experienced personnel.
7. Upon appointment to a vessel operating in DP mode, the master, DPOs and other DP-trained personnel should be familiarized with the specific equipment fitted on and the characteristics of the vessel. Particular consideration should be given to the nature of the work of the vessel and the importance of the DP system to this work.

Dynamic Positioning News

REDUCING DP SEATIME

There is a new DP Seatime reduction kid on the block - as the Maritime Institute Willem Barentsz, based on the picturesque Dutch island of Terschelling has been afforded this additional, prestigious Nautical Institute accreditation.

As the college was voted the Training Centre of the year by IDPOA members we were sure they were doing something right and this new classification perhaps proves it.

See www.miwb.nl for more details of courses



UNIQUE DP TRAINING CENTRE

A new partnership has seen the opening of a new DP training centre in Cape Town.

The Unique Group FZE centre is in the Century City area, and is extremely proud to be the very first Nautical Institute accredited DP training centre in entire African continent.

The company is proud of this new facility, and of the training services which are now available in the area - training which is especially important in servicing the oil hotspots of Angola and Nigeria.



FMEA AGREEMENT

Prosafe Offshore and Wavespec Ltd have signed an agreement for DP FMEA documentation management on Prosafe's semi-submersible accommodation rig "Safe Concordia".

Ensuring this key element of the vessel's documentation is kept relevant and in Class at all times is vital and is just part of the new services, which Wavespec Ltd, a member of the Braemar Shipping Services has been developing.

Prosafe Offshore Limited is a subsidiary of Prosafe SE, the world's leading owner and operator of semi-submersible accommodation/service rigs - so safety is paramount.

SPANNING THE GLOBE

The opening of the latest NI accredited DP training facility in Cape Town is a real landmark moment.

Having DP training in South Africa means that all five Continents are now covered within the DP Operators Scheme - something which would have seemed incredible just a decade ago.

The growth of training centres in the past few years has been phenomenal and there is no sign of stopping, with some 58 now accredited within the scheme.



COMING TOGETHER

Maersk Training Centre and Svitzer Safety Services join forces and merge their activities under one global brand – Maersk Training.

The new Maersk Training Group will provide training & learning services to the global maritime, offshore and wind industry ranging from basic offshore safety, fire fighting to technical drilling and maritime training.

Maersk Training will also be able to supply a wide range of soft skills and HR oriented products including courses such as communication, leadership and other HR related services, but created and delivered in an operational context.



VERY BIG DEAL

In what many have seen as a shock move, Acergy and subsea engineering and construction company Subsea 7, have come together to merge, creating a \$5.4 billion entity.

The Norwegian oil services company has acquired Subsea 7 for \$2.5 billion. The merger is expected to be completed by the end of 2010, or the first quarter of 2011.

The new company will be called Subergy 7 and will be headed by Acergy CEO Jean Cahuzac, with Kristian Siem as Chairman.



FOR MORE DP AND INDUSTRY NEWS
VISIT www.dpoperators.org

SAFETY STATS

IMCA has released its latest safety figures for 2009, drawn from the 152 contractor members. The figures are based on 602 million man-hours of work overall (474 million man-hours of them offshore). Onshore data was provided by 112 of 152 companies (74 percent).

The headline statistics are as follows:

- Overall lost time injury frequency rate (overall LTIFR) - 0.67
- Overall number of lost time injuries - 395
- Overall total recordable injury rate (TRIR) - 2.54
- Overall fatal accident rate (FAR) - 1.00

Figures are similar to last year and it seems better results are proving tough to all concerned and thus there still remains more to do.



You may already have spotted the winners announcement on our website or in the press, and we are delighted to tell you about the winners of the International Dynamic Positioning Excellence Awards 2010 in 6degrees.

The awards recognise and celebrate excellence across the DP industry in categories which reflect the scope of this hugely specialised area. As well as celebrating the professional success of individuals the awards honour and acknowledge developments in training, equipment and operations.

We received a fantastic collection of nominations which we whittled down with the assistance of our supporters to our inaugural DP excellence winners. These winners thoroughly deserve recognition for their hard work, enthusiasm, commitment and innovations. Well done everybody and congratulations.

DP Operator of the Year

An individual DP Operator who has demonstrated outstanding passion, dedication and commitment.

Nick Wallace

With experience that spans systems and manufacturers alike, Nick Wallace is a DPO who not only has detailed knowledge of equipment but is a highly skilled, experienced and diligent operator. Nick ensures not only the proper execution of duties but goes above and beyond to ensure that the right things happen and the wrong ones don't.

Onboard Trainer/Mentor of the Year

An individual who has shown exceptional dedication, support, engagement.

Captain Marc Bragg

For experienced and junior DP Operators alike, it is hugely important to be guided and encouraged by someone with real leadership skill, operational expertise and enthusiasm. Marc Bragg is both a highly skilled and experienced DP Master but is also someone who is there to help and support those working under him.

Manufacturer of the Year

Recognising an equipment manufacturer who has demonstrated excellence in innovation, intuition, quality, control and service.

Kongsberg Maritime AS

Being the biggest doesn't always make you the best, however in an extremely closely run competition, Kongsberg came out on top. The DP operators who voted voiced genuine enthusiasm about the capabilities, functionality and usability of the latest Kongsberg systems.

Investor in People

Recognising a company or organisation that has delivered outstanding support, training, promotion, mentoring, CPD or new concepts and opportunities to benefit employees.

ADPS Ltd

ADPS Ltd is a long standing name in what is seen by many to be a new industry. With their extensive network of DP Operators the company is influential and well placed, but more than their database, it is their attitude to those on it that makes the company stand out. With the support they give their DP Operators, especially through their mentoring schemes, they have the best interests of their people at the heart of their business.

Innovation of the Year

Recognising excellence in the innovative development or use of equipment, system or concepts to improve DP operations.

Converteam, for "D-AFE"

The world of DP is one of constant innovation and improvement. Over the past forty years manufacturers have worked tirelessly to out do not just the competition but also themselves. We are working in a time of almost constant technological change and advancement, and this new DP development is about making high quality DP systems even safer, more reliable but with an environmental focus and efficiencies built in.

Training Centre of the Year

A training centre anywhere in the world, whose excellent facilities, equipment, staff and student support should be recognised.

Maritime Institute Willem Barentsz

It is all too easy for students to leave training centres with barely a look back over their shoulder. That is certainly not the case with MIWB. With first class facilities, dedicated, professional and passionate lecturing staff, this was a worthy winner.

Lecturer of the Year

This award will be presented to the individual who has shown outstanding passion, knowledge, engagement and support in their teaching and towards students.

Helge Samuelsen

It takes genuine knowledge, skill and a capacity to engage with students and lift the DP training environment from the classroom, allowing students to feel where their newly found ability fits into their professional lives. Helge has the knowledge and experience born from years in the profession, built on a calm, assured and engaging capacity to get knowledge across and bring the best out of the DP system, the course and students.

Leader of the Year

An individual (onboard or ashore) whose encouragement, commitment and dedication to people makes them an excellent leader.

Captain Charlie Stuart

Regardless of which company you work for it is the individuals within, which make all the difference. In Charlie Stuart the DP Operators working for Tidewater Australia have someone working with them who is willing and able to support and lead not just in the office but out in the field, and is someone who is only ever an email away.

DP Vessel of the Year

Presented to the vessel regarded most highly by DPOs worldwide in terms of excellence, innovation, facilities, or any outstanding unique features.

Seajacks Kraken

This vessel marks a sea change in the role of the offshore market and of its perceived industry role, as ships move away from their hydrocarbon roots and look to harness and exploit the natural environment. The vessel is a DP2 self-propelled jack-up, and shows how the maritime industry is evolving to reflect the new green economy. With its edgy design and innovative features this really is a glimpse of the future for DP and of offshore operations.

Outstanding Services to DP

Presented to the individual that has, over a sustained period, shown continuing drive, commitment and passion to the DP industry and is a true ambassador for DP.

Captain Ian Smith

There are many people who have performed outstanding services to DP - especially from the technical and legislative perspectives. For us, as a people centred organisation, it is the human element of DP which we hold as key. With this in mind we felt it important to recognise the contribution to training, to operations and continuing professional development of DP Operators made by Ian Smith. Whenever you speak to influential people working with DPOs, Ian's name is mentioned as having been a positive influence on them. His approach, philosophy, passion and dedication runs through so many of the good things the industry does.



We have sent certificates and letters of praise to the recipients – and one of the most pleasing elements of the whole awards process has been of the pleasure they have brought to the winners and nominees. There is a belief that for too long DP has been sidelined by the mainstream, and recognition has not been forthcoming.

So from Kongsberg's clear delight, to the genuine and effusive gratitude from other winners it is clear that the International DP Excellence Awards have been a real success...they have made those who work with DP feel good, and that is the real prize.

EXCELLENCE & BRAVERY

THE MYSTIC VIKING RESCUE OF THE MISSIN' LINK

Special Recognition Award - Mystic Viking, Captain Raymond Kuczynski, the officers and crew



We didn't originally plan to have this category as part of the International DP Excellence Awards. However, throughout the nomination process the "Mystic Viking" crew were repeatedly praised for their courageous response during the rescue operation of the fishing vessel "Missin' Link"

Here Lars Whelan, tells us of the daring rescue in lashing squalls and treacherous seas, the bravery of the crew and of the special bond between rescuers and those in trouble on the seas.

Our area of the Gulf of Mexico (GoM) experienced a ferocious cold front at about 22:30. There were more than 50 knots of wind and 20 foot seas, so we had to abandon our job site and run into the weather. We were standing by when at 01:15 we heard a Coast Guard (USCG) plane reporting in the co-ordinates of a life raft with people in it. I had the 2nd Officer plot the position, which was only thirteen miles away so I radioed the plane and asked if the USCG had dispatched any vessels to the scene. They said they had not, so after conferring with the Captain we made the decision to head in the direction of the life raft.

This was very risky because we were trying to keep the bow into the seas ourselves, as they were over 20 feet, and this meant putting the beam to the sea to transit to the location. I brought the vessel around slowly, and when we able to stabilize the vessel on the new course (we began rolling quite heavily), I turned the helm back over to the 2nd officer, radioed the USCG to inform them we were going to attempt rescue, and called the whole crew to the bridge. We came up with a plan to get the people back on board and started to make preparations. The plane at that time had to head back to shore and refuel, so we were left on our own.

En route things were further complicated as we continued to pass through intense squall lines that reduced visibility to almost zero. When we were six miles from the life raft's last known position, we put out ten lookouts on the helo-deck with radios and binoculars. Our ABs, dive crew, and off duty Senior DPO Ryan (who had just done 12 hours on shift) jumped at the chance to keep watch even though it was fairly dangerous to be out on an open deck while the seas were so rough. I brought the vessel to a crawl, and in less than half an hour on scene, the guys saw two strobes and heard shouting and a whistle. The coast guard had reported to us that that had seen one raft with

a strobe and people in it, and they had dropped another raft with a strobe, so we thought we had them. We brought the vessel alongside the strobe, with Captain Raymond Kuczynski on the bridge to advise, we started sliding the vessel in towards the light. As we closed in we picked up the strobe with our search light, and it was just one guy! He had a child's life jacket on with a strobe over one arm and an EPIRB. He was riding on an inflatable mattress as well!

One of our preparations had been the hanging of cargo nets over the side of the ship and I manoeuvred the ship alongside the guy in the water. Our guys took the life rings (they had collected all we had on board and tied long ropes to them, great idea on their part) and tossed them out to the guy to grab on to. Eventually he got a hold of one of the rings and they hauled him to the net. He was not strong enough to climb the ladder himself, having been in the water for six hours, so we tried lowering the 'Billy Pew' Personnel transfer basket into the water next to him with the crane and attempted to pick him up. That was no good; it was so rough we were more likely to beat him to death with that thing. So we had to think again...previously, we had talked about launching our rescue boat, but given the size of the seas we decided we was more likely to tip even more people in the water then getting him out. Thankfully, the guys on the deck came through again: they piled everyone on the net, had the guy hook his arms through, and hauled the whole lot over the side hand over hand! This guy was 21 stone and pure dead weight so you can imagine the effort it took, eight men hauling on it.

Once on board the man gave us the details, which were sketchy enough. Six other people had been on the boat and he thought at least some of them had made the raft. This was not good news, as the visibility level was so low. If they were not in a raft and without a life jacket with a strobe I could run them over at any moment. This and



the fear that I would suck one or more of them into the propeller as I manoeuvred along side were my biggest fears, I was driving half blind. At this point we were still lacking aircraft support, so I had to make a decision. Our guys thought they had heard voices off to starboard in the dark, so after consulting, we decided to make a pass in that direction. No joy whatsoever, so we took another pass back around.

We were still without any idea of where the other two rafts were. We stopped our engines and drifted for a few minutes to get an idea of the direction of drift, then we powered up and got underway in that direction, heading South South West. We steamed that way for ninety minutes, and then decided to turn around. Fortunately at this point we got our aircraft support back, we now had a helicopter on scene from New Orleans. We got a call from the USCG command center that they got another EPIRB position hit off the beacon so we decided to head back to that location.

We got lucky then, the helo spotted the strobe on the raft and dropped a flare for us to guide us in. Three miles out and we headed straight over. The guys made the back deck ready again and we made the same approach. This time it was trickier and I was very happy to have Captain Ray by my side, I got us in position alongside but the wind was so fierce it was taking 100% of available thrust to keep us up to the wind. Ray had the brilliant idea to cut all propulsion, and start spinning the ship towards the raft using the bow thrusters. The net result was a calm spot right in the middle of the ship where the raft was! After the trouble getting the guy on last time the dive

supervisor had come up to ask for suggestions, I recommended the old school sailor method of a French bowline, two big loops at the end of a long line, one loop goes around the body under the armpits the other loop under the knees. They got AB Leo to show them how tie one, and when the raft came along they used this method, used in combination with a team pulling them up, and the survivor themselves scrambling up the net to keep control, worked much better! Just a matter of minutes and we had all the survivors, and thankfully all six had been on the raft, we had recovered the entire crew of the sunk vessel!!! All were fine though the Captain had a concussion.

The Medic conferred with the USCG flight surgeon over the phone and decided to take the banged up captain with them on the helo back to New Orleans. The rest we fed, gave boots, took pictures with, and dropped off at a nearby platform for the USCG to pick up a couple hours later.

Our whole crew did an amazing job – the rescue was a success, no one got hurt, and everyone was walking on air in the aftermath!!

Steven Jones, IDPOA Executive Director said in making this special award, "The growth of DP operations is sometimes viewed as being to the detriment of traditional seafaring skills and values. The brave and skilled reaction of the Master, officers and crew of the Mystic Viking are truly worthy of the highest praise and we hope this Special Recognition Award serves to reflect this. Congratulations."

If you do DP...

At IDPOA we work hard to bring you the latest DP job opportunities from across the world. We actively engage directly with employers and careers agencies to find permanent vacancies and contract roles at all levels on the DP career ladder.

Members and Fellows of IDPOA can apply for the jobs we advertise, upload CV's and give recruiters direct access to their careers information in the jobs section of the IDPOA website.

The 'Get a Job' listing in our careers section brings you the latest vacancies we find online and is open to all. Here we give you a flavour of current vacancies, find more DP jobs at www.dpoperators.org



NOBLE POSITIONS

Noble Corporation are currently recruiting Captain, Chief Mate, SDPO & DPO for international contracts.

Working 14/14 or 28/28, this is a great opportunity to be part of a growing company offering competitive salaries and an excellent benefits package.



DYNAMIC POSITIONING OPERATOR

Soul Resources is seeking to recruit a DPO for a new deepwater drillship based offshore Angola. The drillship will be used for the development of a field in Angola, until the first quarter of 2015.

Applicants should have experience on drilling units, but pipe layers or crane barges may be considered. 1 years continuous work as a DPO is preferred, with approximately more than 4,000 hours on DP systems.

28/28 rotation - 2 year renewable contract - Flights/Accommodation/Food - Medical/Health Insurance



SECOND OFFICER

Atlas Eurosailor require a qualified and experienced Senior Dynamic Positioning Operator to work on offshore supply vessels.

Atlas Eurosailor constantly sources professional seafarers for a portfolio of international clients, working with professionals that are willing to make the most of their expertise and experience onboard offshore vessels ranging from Platform Supply to Subsea Support.

Employers offer attractive salary packages and the opportunity for career progression.



2ND MATE / DPO

Pride International are currently recruiting personnel for the Deep Ocean Mendocino, one of two ultra-deepwater drillships that is scheduled for delivery by third quarter of 2011.

The drillship is one of four Pride ultra-deepwater units under construction at the Samsung Heavy Industries, Co. Ltd. (SHI) shipyard, Geoje and is expected to be initially utilized in the Gulf of Mexico.

A 2nd Mate/DPO is required to operate and maintain station-keeping system on the rig.



SDPO & DPO - PIPELAY

Faststream is recruiting on behalf of a well respected owner and operator for large, offshore construction units, boasting a medium sized fleet of DP2 heavy lift, construction and pipelaying vessels on contracts worldwide.

This is a company with secure financial backing and with ground breaking new buildings on order, they are expected to establish the position as the worlds leading construction vessel operator for decades to come.



SPECIALIST SOUGHT

J. Ray McDermott seeks a Dynamic Positioning & Controls Systems Specialist.

The company have been building well-rounded careers in the global offshore industry for more than 50 years, looking after projects ranging from deep water subsea facilities to the largest and most complex oil & gas production systems in the world.

The Dynamic Positioning & Controls Systems Specialist will be responsible for managing, maintaining and upgrading the DP systems and associated control systems onboard vessels as well as interacting and supervising the fleet DPOs and technicians.



DPO TRAINING INSTRUCTOR

Kongsberg UK has an opportunity for a DPO Training Instructor/Manager to work within their existing multi-disciplined team in Aberdeen. However, regular international travel to other Training Centres will be expected.

From the well equipped training centre in Aberdeen they run operational courses, validated by the Nautical Institute, and technical/maintenance training from basic to advanced levels.

Kongsberg seek an excellent communicator who can actively contribute to the growth of the training centre.

Ideally you will have experience in the offshore industry preferably as DPO / Deck Officer on a DP vessel.

FRONTIER OPPORTUNITIES

Frontier Drilling, a deepwater drilling contractor headquartered in Houston, Texas focus on the global operation of dynamically positioned as well as conventionally moored drillships, semisubmersibles and floating production, storage, offloading (FPSO) vessels.

2nd Mate Dynamic Positioning Operator is required to work on the Bully II, a purpose built drillship, currently under construction and capable of ultra-deepwater DP operations worldwide, specifically designed for moored and DP arctic operations.

3rd Mate/Assistant Dynamic Positioning Operator (ADPO) to work on our DP drillship, the Frontier Phoenix. The 3rd Mate / ADPO will assist the 2nd Mate in operating the automated and fixed station keeping system of the vessel and stands navigation watch as required.

Frontier Drilling proudly offer a family atmosphere, competitive salaries, benefits, and continued training helping employees reach their full potential.

DPII EXPERIENCE REQUIRED

Helix Energy Solutions is an international offshore energy company.

The leading oil and gas producer in the GOM, Helix focus on fields considered marginal by major operators both in shallow and deepwater; They are considered to be the world's largest rigless well intervention contractor and GOM's most active deepwater reeled pipelay contractor.

Due to continuous growth, Helix has a need for dynamic and talented individuals with DP experience to work offshore on state-of-the-art DPII vessels. Current requirements include 1st Mate, 2nd Mate, 3rd Mate, Master

Helix offers a competitive compensation and a complete benefits package.

MARINE SUPERVISOR

SWGR seeks to recruit an experienced Marine Supervisor who holds a valid Master Mariner Certificate of Competency (foreign going).

Experience in offshore operations such as towing jack up barges and floating barges, sub-sea and anchor handling operations, cable laying, trenching, dynamic positioning operation is essential.

This position is based in the UAE with a 4 weeks on / 4 weeks off rotation cycle.





Iain Forrest, competence assurance manager for Bibby Ship Management, describes how competence assurance is transforming how employers monitor crew aboard diving support vessels.

Developing DSV-specific DP competence programmes for Deck, Engine and ETO positions

What is competence assurance?

Competence assurance is a fairly new concept in the management of crew performance and development. Many maritime HR managers already understand the role of better workplace performance assessment in improving safety and development. By combining the assessment of work performance with the advantages of computer processing and live web-based presentation of information, competence assurance can help companies close the gap between training delivered and performance achieved.

By measuring output (performance in the workplace) instead of just input (training courses completed), we get a more accurate evaluation of the competence of the personnel, as well as a better idea of the efficacy of the training delivered. Both are vital pieces of information in improving the training and development process towards the desired outcome of matching workplace performance more closely to the written procedures.

What is Competence?

Before we can measure competent work place performance we must have a clear understanding of what that actually means. A succinct definition of competence is "The ability to use knowledge, understanding, practical and thinking skills to perform effectively to the standards required in employment." The key phrase which we will concentrate on in this article is: "perform effectively to the standards required in employment".

We reach competence by firstly training to a verifiable standard, which is usually set by regulatory or industry bodies. The resulting training requirements are then put into practice by companies, mostly through external training courses so that the required set of certificates are held by each person. This training provides the basic understanding, thinking and practical skills that are required to allow competent performance. They are the foundations of effective, safe working performance.

However, we know that competence means more than holding a certificate. STCW started this process and industry bodies such as IMCA are now describing how it might be demonstrated and assessed.

Instead of repeating standard training courses, companies can take the standards and develop internal processes to continuously monitor performance against them. The opportunity is to create excellence and provide extra value for their clients through reliable assessed onboard work performance, reduced incidents and non-conformities.

Most accident or incident investigations will point to either a personal or procedural failure (or both) and often these are long standing. A competence assurance process allows companies to remedy these failures before an accident or incident occurs, by ensuring that employees get it right every time and take no risks that have not been properly assessed.

A simple example to illustrate this point is learning to drive. The basic training we receive for our job is akin to having driving lessons and then taking our theory and driving test. We learn what we should do and show that we can do it.

However, in the real world, knowing what the speed limit is and actually keeping to it are often two different things. Though we all agree that speed limits exist for the purpose of road safety, we often make judgments of their applicability based on our own assessment of the risk at that time.

In practice we ignore limits, sometimes because we made a mistake and did not see the signs, perhaps we are rushing because we are late for a meeting, or even because we like going fast and know we are likely to get away with it.

These errors and "rule violations" occur all the time and there are many reasons and explanations why. One major factor is our understanding of consequence. I simplify, but where our perception of



the consequences of our actions is "low", our propensity to violate is higher. Of course, on board DSV's, where lives are being risked daily, everyone is aware of the consequences and is much more consciously focused on their performance. However, violations still occur.

We also violate much less when we are reminded regularly of the standard we are required to meet and why this is important to us and others in our shipboard community.

Competence assurance means actively reviewing performance regularly and involving everyone positively in that process.

What should any system of competence assurance look like?

To monitor and thereby assure ourselves of competence, as well as establish a strategy for development, requires three basic steps: the periodic assessment of individuals, recording of results, and analysis of processes and procedures.

At its simplest, a good competence assurance system is one in which existing staff can demonstrate and record their job skill, knowledge and attitude to a defined standard. By putting this framework into place, any new staff joining the organisation then have a road map to career progression through training and development.

Any system of competence assurance will have a time or other criteria based mechanism for controlling the regularity of assessments. Risk analysis should determine what the most important competencies are for each rank or function and how often these are revisited.

The development of the exact competencies and assessment criteria requires examination of the industry standards, the company SMS, operating instructions, equipment manuals and input from system experts within the company.

Any "job", "task" or "function" identified can then be broken down into competence "elements" and then each element into "performance criteria". These are the observable statements of performance that, when undertaken correctly to the assessor's satisfaction, are the direct evidence of competent performance.

The management of the competencies, development of personnel and management of progress and reporting is dealt with through a web-based software programme. This is a key element in making the closer management of performance a powerful, cost-effective tool.

The system which Bibby Ship Management uses is called CASys and it provides a platform for knowledge testing and delivery of CBT or other training materials as well as processing of records, reports and promulgation of new procedures. The assessment of individuals against the competencies is completed by trained workplace assessors.

The implementation and development of such a system has two stages. The first is to find out how competent employees are at the current point in time. This is done by measuring all personnel to an agreed set of competencies using an external process. Should there be any gaps a strategy can be developed at this stage to address them.

The second stage is to develop internal procedures and train workplace assessors so that the system of performance evaluation and development becomes an integral part of the SMS and operational procedures.

It must be clarified at this point that competence assurance is not trying to replicate or replace any flag state or industry certification process, which is a vocational education and testing system.

For companies with a diverse workforce, competence assurance provides a system which allows them to reasonably check the current performance of their personnel against standards related to their specific workplace and, from that point on, profoundly improve the quality of their hiring, induction, development and promotion procedures.

SHIP to SURE

HOME OR AWAY :THE LATEST TECHNOLOGY YOU JUST CAN'T SAIL WITHOUT

Ok, so bear with us....the Sony TX5 isn't the latest camera on the market, it doesn't have 500 gazillion pixels (it's 10.2 MP if you must know)... but it is our best buy of the Summer. Why we hear you cry - well get this...its waterproof, it takes panoramic shots, it is freeze resistant, it has an EXMOR light sensor and shock proof too. Its small, neat and looks great - and finally it is getting down to a price at which you just have to have one.

How do we know??? We bought one and it truly is great. It was just Euro269 in Amsterdam's Schipol airport. We've battered, soaked it, and had it with us day and night and its fantastic.

So if you're looking for a pocket battleship of a camera. Look no further....



With so many socks, underpants, and a toothbrush...there's never any room for your Xbox in your kitbag...well guess again because here comes the "new Xbox 360". And guess what - it is slimmer than Victoria Beckham on the Atkins plan.

With a sleek, new design, a 250 GB hard drive and built-in Wi-Fi, the new Xbox 360 gives you the ultimate gaming and entertainment experience. Oh, and let's not forget that it comes ready for Kinect right out of the box. It's smaller, glossier and blacker, so you need never say goodbye to "Soap" MacTavish again as you answer your Call of Duty at sea.

The new iPod Touch is coming in September. According to the gossip doing the rounds, we can expect a device inspired by the iPhone 4

It is expected that the new iPod will be equipped with a 5-megapixel camera that is considered to be front-facing. Also it will be enabled with flash and a VGA-quality camera that is able to record video at the resolution of 640 x 480 pixels.

The new device will feature the iPhone 4's glorious screen, i.e. the new Retina display in high resolution. The iPod Touch is supportive to 802.11b/g wireless. So no need to get an iPhone4 that you can't make calls from - just wait till this little sucker is released.



THE EUROPEAN DYNAMIC POSITIONING FEEDBACK CONFERENCE

26-27 May 2010 • London

The second European Dynamic Positioning Conference, organised by Riviera Maritime Media (RMM), was held in London in May and yet again, this time spread over two days, was a resounding success.

The Conference was established to provide a dedicated International DP event based in Europe, and the first event in June 2009 attracted a large audience with representation not just from Europe but across the globe. We at IDPOA are pleased to have been involved from the start, and take our "supporter" role very seriously.

It's clear that a dedicated event is vital, and we think it hugely positive that the European Dynamic Positioning Conference examines the wide range of issues facing DP operators.

The 2010 event saw some real growth - not just in attendance but in real passionate engagement, and the European DP Conference is fast becoming an important and influential part of the social offshore calendar – especially as it coincides with the Nautical Institute's DP-TEG meeting...so there are some pretty big DP hitters in town, which only adds to the quality of the event.

Presentations at the two-day event came from many of the leading figures in the industry, and were listened to with appreciation by many well-known shipowners and operators whose attendance further endorsed the event. Representatives of shipowners also played a leading role as speakers at the event. Captain Ian Smith, QHSE superintendent at GC Rieber Shipping Ltd, and recipient of the International DP Excellence Awards "Outstanding Services to DP", highlighted the needs of charterers – and the oil companies in particular, in the development of systems for auditing of DP vessels, including the recent update of IMCA's CMID system, and OCIMF's development of its own system, OVID.

Ian Giddings, technical adviser at IMCA, highlighted the importance of voluntary DP incident reporting schemes for the benefit of all involved in the sector. Highlighting the excellent timing of the event, Our own executive director Steven Jones said the industry was at an important juncture in the supply, training, and management of DP personnel. There was, he noted, "a high stakes race" to safeguard the supply and capabilities of DP operators globally.

"Now is the time to act to ensure that we have enough people, as newbuilds come on stream, as vessels are retrofitted, and as other sectors bite into supply," Mr Jones sentiments were echoed by Captain Mark Pointon from the Nautical Institute, who highlighted ways that DP training and certification are changing, not least its inclusion in the ongoing revision of STCW, the introduction of compulsory assessment on the DP basic/induction course, and the development by the institute of an electronic certification system which will provide the industry with what Captain Pointon called "a DP certificate processing system able to deal with current demand and expected growth".

Training and sea time reduction was another key issue addressed at the London event, Auke Ruijg, a lecturer at the Maritime Institute Willem Barentsz in the Netherlands noted that very few DP training centres were allowed to give sea time reduction. This, he explained, was one reason why his college was developing a sea time reduction course, which has now been accredited by the Nautical Institute.

We hope to continue our very close and positive working relationship with the organisers, Riviera Maritime Media (RMM) and we hope to make the 2011 event even better. There are improvements we can make, and the most obvious would be to make sure that there are active DPO's at the conference. We all know the reasons why it is difficult for individuals to attend... there are costs, accommodation, travel, competing demands of wanting to do other things with your leave, etc, etc. So we're putting the question out there – what would it take to get you to attend? Also do you think your shipping company could or should do more to facilitate senior officers attending events such as this?

With Corporate and Social Responsibility (CSR) a mainstay of most companies, do you think these efforts would benefit from addressing this issue...people who know more do more, and so we want to support you in attending such events. Let us know what you think email dpo@dpooperators.org

The conference was sponsored by The DP Centre, Converteam, Fugro Seastar and Marine Technologies, and the event received enthusiastic backing from the official supporting organisations, The International Marine Contractors Association (IMCA), the International Dynamic Positioning Operators Association (IDPOA), and the Nautical Institute.



What's On 2010...

2nd Annual
Offshore India
Oil & Gas Summit
3 - 6 August 2010
Hyatt Regency,
Mumbai, India

Register Now!

Offshore Oil & Gas India Summit
3rd - 6th August 2010
Mumbai, India

ONS - Offshore Northern Seas
24th - 27th August 2010
Stavanger, Norway

ONS 2010
energy for more people
STAVANGER, NORWAY, 24-27 AUGUST 2010
EXHIBITION CONFERENCE FESTIVAL



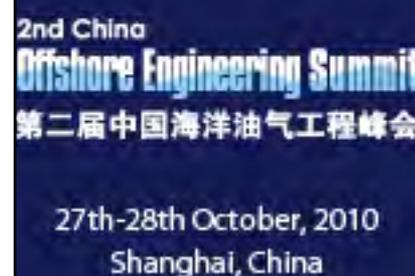
Rio Oil & Gas Expo
13th - 16th September 2010
Rio de Janeiro, Brazil

Deepwater Southeast Asia Congress
12th - 14th October 2010
Kuala Lumpur, Malaysia



Dynamic Positioning Conference
12th - 13th October 2010
Westchase Hilton, Houston, TX, USA

China Offshore Engineering Summit
27th - 28th October 2010
Shanghai, China



To promote your events in 6degrees or on www.dpoperators.org
email us for more details - corporate@dpoperators.org

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