

6°degrees

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

Issue 6: Winter 2011



Tyrannosaurus Hex
THE DP DINOSAURS

Climbing The Ladder
PROMOTION PITFALLS

Missing Incidents
THE MYSTERY DEEPENS

Hands OFF
GETTING SKILLED UP

Survey Monkeys
AIRING YOUR VIEWS

Dredging & DP
SUCKING AND BLOWING

WELCOME

TO 6degrees, THE E-JOURNAL FROM IDPOA



2011 is here and it's likely to be one of tremendous change for IDPOA.

We have spent the first two years of our existence working hard to gain acceptance and an industry foothold – now we must look to take the hard fought gains we have made and translate them into the further development of an association which is able, in equal measure, to react to the demands of members, to provide a clear unwavering voice on professional DP matters, while we look at the ways in which we can increase our global footprint and influence.

In asking members what they want us to do – through our first survey, we are now in a position to change the ways we manage the organization, and yes, that includes the rather thorny issue of membership fees. See the feedback from our survey for some very exciting news indeed.

We have also overhauled the ways in which we engage with job seekers and recruiters alike – to provide a swift, industry leading recruitment solution for all parties. We have mothballed our expensive, bespoke job database – and now we will look to spend 2011 making sure www.dpoperators.org is the first call for those seeking work and those seeking the best DPOs in the business. Then, hopefully, we will be in a position to reinstate the database once we have proven our worth.

The past two years have seen an incredible amount of work to get IDPOA into its current shape – and we owe an immense debt of gratitude to so many people and companies that have helped to push us along, some with their kindness and generosity, some in their dismissive condescending manner...motivation comes in many forms, and it seems that both the positive and negative can sometimes combine in a heady mix. So thank you all.

Whatever the year ahead holds for IDPOA, we hope that for you personally that it is one of excitement and enjoyment. That you keep safe and smiling, and that your career, professional and personal aspirations are all met. We are here to help, and look forward to becoming an increasingly important part of the way in which you work.

We constantly seek to encourage feedback and sharing of information, so if you have anything you would like to comment on, or any news or views to share please email me direct smj@dpoperators.org

All the best,

Steven Jones
Executive Director

IN THIS ISSUE

Whenever we sit down to bring together the next issue of 6degrees there is always one hope in the back of all our minds...we keep our fingers tightly crossed that the membership will interact with us and send us the news, views and articles which make 6degrees the interesting read that it is increasingly becoming.

Once again you haven't let us down – and thanks to those that have sent us articles for this issue, and to those who have promised future assistance. We not only like to hear from you, but your feedback and interpretations of DP careers, life and operations are vital to create a platform which will keep people informed and coming back for more. There is no other dedicated DP journal like 6degrees, and it really is your canvas to create within.

What you get when you engage is sometimes controversial, but always interesting. This issue contains all these elements – as we look to the future of hands on/practical training and we assess just what is the controversial and inconvenient truth behind the dearth of DP incident reporting.

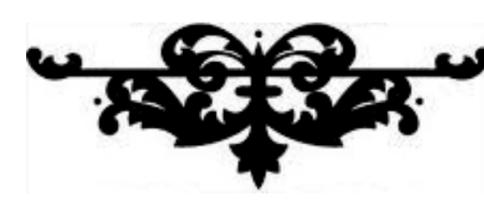
December saw us attend DP-TEG, and Ian Smith and Lee Brown of ADPS Ltd share their thoughts and impressions of their representation on this hugely important pan-industry panel.

We have had numerous questions relating to promotion of late, and so we will look at some of the issues underpinning the selection and policing of staff elevation. While encouraging owners to find their own confidence, style and belief in "their" way of doing things. We have also seen interesting developments as some established industry beliefs are eroded with the harsh realities of having to adapt to a new operational landscape and tackling the DP dinosaurs head on.

Inside we have the latest jobs, news of our corporate members and a guide to what is going on in the industry.

To find out more, to join or upgrade your membership visit www.dpoperators.org





The Case of the Missing Incident Reports



There can be few of us who don't love a good detective story...the mystery, thrills and search for answers all make for compelling reading. It's not often though that the world of Sherlock Holmes melds into offshore shipping...but in the Mystery of the Missing Incident Reports, even Sir Arthur Conan Doyle would struggle for answers.

So where are we at in the world of DP incident reporting? Ian Giddings at IMCA is the world's leading authority on such matters, as his role as Technical Advisor encompasses the task of compiling, reviewing and then reporting on the incidents received.

The most recent update from IMCA shows that the draft 2008 dynamic positioning (DP) incident reports are currently in the process of being proof read and will be available for wider approval shortly.

They also state that work has now started on the 2009 report, and a number of reports had already been received for 2010. However, the number of incident reports for 2009 is down considerably from previous years.

One possible reason they proffer, is that was that the request for reports might not be reaching the right people within companies, and IMCA members have been reminded that it was being expected that Marine Division contacts would pass the requests

on to the appropriate person in their company. Members were also encouraged to submit incident reports regularly, if possible, to enable work to be done throughout the year. Following the workshop at the 2009 annual seminar, a working group had been set up to look at revising the reporting system.

Despite IMCA's efforts to encourage greater reporting, we have to remember that DP incidents are not like other kinds of reporting. Whereas near misses can be relatively easily remedied across other shipboard activities, any reports which call into question the DP system or peripherals can have a damaging knock on effect for a long time to come.

Anything which can potentially negatively effect vessel earnings is not likely to find its way into the public domain very quickly.

We spoke, on a condition of anonymity to a very senior DP manager working for one of the world's leading companies...he felt dismayed that there was no way of getting the information out which could help to improve DP operations, but that with the modern legal spotlight being so quick to focus on communications, then by allowing information to swash around either internally or externally, then they would be potentially storing up major problems later down the line if anything went wrong. There was a strong intimation that they received more incidents reports in a week than IMCA gets in a year – so we can see that their reporting chain is clearly broken.



In a tight commercial market, there is no place for the kind of incident reports which the wider industry can benefit from. We are sweeping things under the carpet, and while in the short-term this perspective seems to work, the longer term improvements will not be possible by such hesitancy to share best practice and hard fought lessons learned.

A recent post on the excellent GCaptain website highlighted the positives of incident promulgation, after a DPO reportedly working for Hornbeck Offshore managed to save the day with some prompt and alert responses on the DP system. <http://gcaptain.com/maritime/blog/hornbeck-offshore-deck-officer?19280>

“The Centerline was working alongside Helix' Q4000 providing the mud for BP's top-kill attempt on the Macondo Well, and the Chief Mate, John Holesha, recognized that the Q4000's engines had started revving up unexpectedly. For one reason or another, the rig's GPS system was telling the dynamic positioning system that it was in the wrong place and was now trying to correct itself as quickly as possible.”

The Q4000, however, was hooked up to the Macondo well's BOP stack 5000 feet down on the sea floor.”

“Grab that reflector and get out to the bridge wing quick!”, John told the AB.

The Q4000 was now in imminent danger of severely damaging or destroying the subsea equipment that it was hooked up to, not to mention possibly colliding with one of the dozen ships in close proximity to her.

“Q4000, Q4000, this is Centerline, switch over to Fanbeam-mode on your DP system immediately and reference off me, you're driving off station”

The Q4000 then switched its DP reference system from GPS mode, to a mode that kept the rig on a relative bearing and range to the Centerline. Within seconds, the Q4000 was back on station and the crisis had been averted as quickly as it had developed.

Had it not been for the quick actions of Chief Mate John Holesha, catastrophe may likely have ensued resulting in significant delay to BP's well kill operations and further environmental devastation.”



Helix Q4000 on location of MC 252 as it prepares for “Top Kill.” © 2010 BP p.l.c.

So much praise and respect must go given for the quick and clever actions taken to avert disaster, but it will be interesting to see whether this incident has been formally reported, and indeed whether it will eventually make up part of IMCA's 2010 reports.

Hornbeck Offshore Services provides a very useful document to guide clients on the nine questions they should ask of any shipowner they are seeking to charter DP tonnage from www.hornbeckoffshore.com/vessel_osv_dp.html#nine_questions. However we would perhaps like to see a tenth question added, “Can you show me your DP Incident reports, and the steps you took to remedy them and to promulgate lessons learned out to the fleet?”

A company which quashes its reporting regime is either one which cannot be trusted, or is one which doesn't fully appreciate the steps to driving quality improvements and positive implementation of remedial actions. Either way they don't seem like the type of owner to do business with.

There is more than one way to skin a cat, and if companies will not voluntarily produce proper incident reports, then we need to look at creating commercial pressures to ensure such information is made available, rather than the current commercial paranoia which keeps it hidden away.



In an article entitled “Hands On” in the last issue of 6degrees, Glenn Fiander of the Centre for Marine Simulation (CMS) in St. John’s, Newfoundland, discussed the issues of getting the operational aspects of DP covered in the training scheme.

We were contacted by Ian McClarron Master Bordreaux Tide who wanted to share his views with IDPOA members.

HANDS OFF

Does the NI training scheme do an adequate job of ensuring that all who receive “The DP Operators Certificate” have sufficient training/experience with respect to manual ship handling?

I am afraid I have to answer a resounding, “No”. I work as an officer in the offshore industry and have been serving as a Mate and Master in this game for 20 years, prior to this I was employed as a Tug skipper, and have worked my seagoing career on tugs. I can only comment on what I see happening in my industry, but I think it’s relevant and important – and that we can all benefit from such shared experiences.

As we all know, the industry is rapidly changing. Today we are seeing new vessels appearing all the time and the majority (if not all) have DP. This fleet expansion has coincided with an influx of new people as the old hands retire. Most of these new officers come from the “big ships” or Blue Water sector, and most lack ship handling skills. New ships, new people, and a dearth of experience guidance – seems like a recipe for disaster.

With these changes on the frontline, it seems the business model and relationships are changing too. The Charterers are increasingly demanding DP vessels and qualified DP operators, which has led to a boom in DP training. We are seeing officers on DP courses that have never even been aboard an AHTS or PSV, and that is a concern when they arrive onboard.

Such changes lead to scams and cheating, as DP time becomes a valuable commodity. As an example I was C/O last month on an AHTS, working full time driving alongside the rig and various platforms, working supply live boating, cargo and hose work, water fuel mud and bulk.

This went on, and on, for the full 5 weeks, with the Master and I working 6 on 6 off. For the record, the 2nd Mate could not drive and did not want to drive. Our DP system was not working for the full swing as we had some major computer problems. However at the end of the swing the 2nd mate asked the Master to sign off his DP log book...which is bad of the 2nd mate. More shocking still than the audacity of 2nd mate, was the action of the Master, as he duly obliged and signed. We are seeing this type of thing all the time and now have DPO’s that we know cannot drive or handle a vessel.

So what are the answers? I think the Master should not be part of the equation and not be required to sign off or approve someone’s ship handling skills, it’s not fair to the Master as he has to try and maintain a good working relationship with his officers, (remember I am speaking only from my experience in the offshore industry on small vessels).

We have excellent training from our DP Trainer both on our vessels and in the classroom and we have contact at any time when advice is needed.

I would like to think that in the future, independent or designated trainers in vessel handling would be used and incorporated into the training system, fulfilling a similar role to the DP trainers but only teaching handling skills. I know from passing on my skills, that nearly everyone gets it eventually, for those that don’t want to learn how to drive, well maybe they should not have a DP certificate either.

I know that in the Harbour Tug industry there are now designated trainers, these are experienced and skilled Tug skippers who are also very good teachers. New masters must pass through various skill levels before they are allowed to go solo, similar to flight

training I believe. This creates a positive learning environment and culture., something we are all too often lacking in DP

Not every Master is a good teacher and many do not like training, it’s can be very stressfull when holding a vessel close to a rig, let alone supervising a new hand on the sticks. It can take a long time for an inexperienced officer to learn driving skills if the Master is not willing or feels nervous with someone else in control.

There is also an element today of, “I don’t have to learn because the computer will do it for me”. I think this is a shame and in turn will give DP a bad name. I love DP for hose work alongside a rig, it takes the stress out of the operation, however I still like to drive to keep my hand in whenever I can and I think that’s important. I regard DP as a great tool, similar to radar, autopilot etc, I feel it should be part of our ship handling skills not the basis for our ship handling, as it is becoming.

When I get the opportunity to teach, I get a real buzz when the penny drops and a new driver starts to really get the feel for the boat.

I have only completed basic training in DP in Singapore earlier this year despite having quite a few years experience on various vessels, I have been waiting for a company to give me the training. The past company attitude has seemed to be that unskilled drivers were given DP training and skilled drivers were kept driving. Even so far as to train newly employed officers who have not been on a company vessel.

I have discussed this with colleagues who have found the same. We have even found that we were kept on old bomb boats and the new inexperienced officers given the new ones.

Shaping Your Professional Body...



As the IDPOA team began its review of 2010 back in November it was quite satisfying to discover a pretty long list of achievements and successful campaigns.

Membership numbers continue to grow, our reputation and representation to industry is building momentum, and both the volume and quality of our news, jobs and communications is maintaining keen interest and feedback from our members. We were thrilled with the success of the very first International Dynamic Positioning Excellence Awards, the enthusiasm of DPOs getting involved in the Representation Committee and development of partnerships with leading maritime organisations, training centres, recruiters and enterprises.

That's not to say there haven't been issues and that we're just going to carry on plodding along. Some of our campaigns haven't been as successful as others and we still have some way to go in bringing a number of projects to fruition as we develop IDPOA and the services we offer. We realised that certain elements of our website and services perhaps weren't working as best they could and perhaps the best way to make changes for the better was to find out what our members really want. So we put it to you in our survey to tell us how we can improve and 'Shape Your Professional Body'...

The online survey was completed by over 300 DPOs from the IDPOA membership and social network contacts and delivered some notable and useful insight.

It was particularly interesting to discover your views on the most important issues for IDPOA to address with Standards, Safety and Training ranked highest. These are issues we recognise as being vitally important to the development of the industry and we try our best to find the

latest information, comment and debate about them to include in 6degrees and across the dpoperators.org website. Now we know you want to know even more we plan to work closely with our industry partners and key personnel to achieve this.

With training high on the agenda, it was not surprising that jobs and recruitment would follow closely behind. Over the past year we have built up a new area of job listings within the Careers area of the website, with new jobs added daily these pages really do boast more DP jobs than any other website. We're currently working on some new initiatives with recruiters and redesigning our jobs board to help you easily find the latest new roles. Look out for a brand new job alert service in the coming months too!

The survey has also brought about some changes to our membership fees, which for some were seen as a barrier to sign up as a full member or fellow. We recognise that it can sometimes be difficult to justify subscription fees but hope that you recognise and appreciate the information and services that we provide and understand that as a not-for-profit organisation, while we are not here to make mega bucks we do need to cover our overheads in order to continue representing you.

From March 1st 2011 we are reducing IDPOA membership fees as follows:

Member – US\$30/GBP£20 per year

Fellow – US\$60/GBP£40 per year

Any existing fellows who have previously paid the higher fee will be granted complimentary lifetime membership as acknowledgment of their founding support. The change comes into effect on March 1st so any new members signing up before this date will also qualify for lifetime membership.

We do seem to have been doing some things right though and are delighted with your feedback about the quality of our communications and issues we cover in 6degrees. We hope to introduce more in-depth features across the website in 2011 so if you have anything to contribute please get in touch – marketing@dpoperators.org

IDPOA's representation to industry also received a number of mentions and justifiably so. The professional body exists to represent DPOs and with an ever growing Committee we are gathering feedback and debate and putting it forward to industry as best we can. With a regular seat at DP-TEG and other organisations asking for input there are now some interesting topics on the Forum where you can have your say and we will ensure that your voice is heard.

The survey has helped us to identify a number of products and service to enhance the membership offer and thankfully plans were already a foot to get some rolled out in the not too distant future. There was a big cry out for publications from IDPOA and we are working hard to not only produce some interesting publications but also to supply the latest 'must read' DP titles. Discussions are also underway to develop a range of professional and training services and we are working with the wider industry to progress some exciting projects throughout 2011.

Remember IDPOA is YOUR professional body and we always welcome your feedback. Email us marketing@dpoperators.org, get involved in the online forum <http://www.dpoperators.org/forum/> and add us to your social networks on Facebook, Twitter and LinkedIn

Tyrannosaurus Hex

The Curse of the DP Dinosaurs

There is a problem facing DP, the industry is at that awkward age where the kit, the operations, the sector and the people entering it are very different from 20 years ago. But some of the views on training, education and recruitment are not necessarily keeping pace.

As an example of the changing education horizon take the teaching of computer studies – back in the Eighties, classes were likely to involve soldering irons and oscilloscopes... and there was a seeming need to discuss ways of building computers and the composite parts – the things changed it became about making the most of what the computer is, and what it can do...we are at a similar point with DP systems.

The reliability has improved, the power management systems have come on in leaps and bounds, so too the reference systems. The job is different now than it was in decades past – so we need to find a way of reaching out to new DPOs in a language and way that they understand and respond too.

This isn't a one way street of course – those relatively new to the DP game need to listen to the hard fought lessons of the past generations.

We are seemingly at a hugely significant juncture – where we need to build bridges and links. We need to appreciate that things have changed, and that they will continue too... but we need to embrace this evolution, while being able to pick up on the experience of the past.

Despite the traditional protectionist views, we cannot hold back the growth and development of new DPOs – and in fact, nor should we. We should embrace the new generation, we should nurture them and ensure that they are as good as they can be. Trying to stem the tide, or ignoring it will do us all a disservice and thinking that by holding “newbies” at bay is some way of protecting jobs and salary levels would seem to be a dangerous and negative attitude.

Obviously as a professional body we do not (and cannot) get involved in the trade union and labour relations elements of the industry. All we can do is plot the evolution and see where things can be improved from a professional and operational aspect.

In listening to the words of a new breed of DP lecturers, who are incidentally also active DP Masters – one can catch a glimpse of where things need to go, and of how we can all pull together to improve safety, operations and the career ladder of the DPO.

To hear the AMC team of Matt Barney, Tim Newton and Roy Lewisson talk of mentoring and harnessing new talent is a real inspiration. These fellows of IDPOA want to ensure that trainees and new DPOs have the passion, talent, knowledge and support to succeed. This is the new philosophy of DP – without it we are doomed.

Without a new and renewable supply of labour we will be unable to service the requirements of clients and the industry will have to find other alternatives (and they will...), without the generation and subsequent support of talented new DPOs then accidents will happen.

We need to understand the role we each of us can and do play in the future development of the DP industry – we have to harness the enthusiasm of those seeking to enter a career in DP, we need to learn from the past, and of the experience of the “old hands”, while looking to forge a new industry path in the image of enlightened thinking.

Tell us what you think – are you new to DP but struggling to gain a foothold, or have you been working in DP for years and are worried about the influx of new trainees and inexperienced hands? What can be done to balance the demands for personnel, with the need to safeguard performance now and into the future?

Email dpo@dpooperators.org with your thoughts- and make sure your views are heard.



Corporate Members News



The Physical Initiative have recently launched their Seafarers Challenge “Lifeguard Award”. A physical fitness competition to encourage participation in exercise and physical activity at sea, because ‘Being fit is the ultimate Lifeguard’.

The Seafarers’ Challenge 2011, will involve taking part in a number of exercises and activities, for which points will be awarded depending on the time spent on each exercise or activity. The competition will run for a year, from 1st January 2011, and every month the Top Seafarer scoring the most points will get a Blue Award shirt to recognise his/her achievement. The Yellow LIFEGUARD will be awarded to the overall-out right leader of the competition, month by month. For all Rules of the Challenge, posters and score charts for the ship, see the website:

www.physicalinitiative.co.uk

L-3 Dynamic Positioning & Control Systems (L-3 DP&CS) is pleased to announce the launch of their updated website.

Visitors will find the site more user-friendly, with critical information, specifically Customer Support and Training, accessible from the main Navigation Bar. In addition, the expanded products information pages include data sheets on each of L3’s major products.

L-3 DP&CS, which is headquartered in Poway, California, specializes in the design, manufacture and supply of state-of-the-art vessel control systems.

To learn more about L-3 DP&CS, please visit the company’s web site at www.L-3Com.com/DP&CS.



The Australian Maritime College deliver the only DPO courses available in Australia, but did you know that in addition to this AMC also offer the following DP Technical courses:

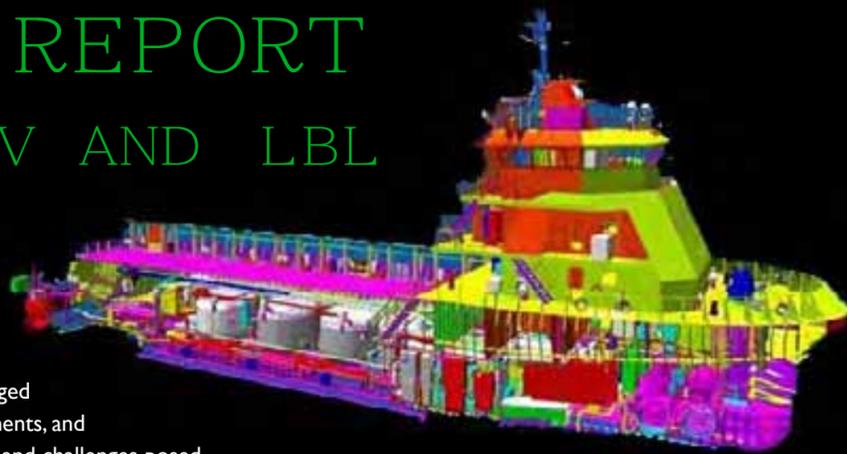
- DP Familiarisation Course (Offshore Project Crew)
- DP Awareness Course (Shore Based)
- DP Technical Course
- Kongsberg Familiarisation Course

The technical courses can be scheduled for specific companies to suit preferred timelines.

For further information please contact:
Catherine Wilson, Short Course and Promotions Manager
Tel: (03) 6324 9852 or Email: C.Wilson@amc.edu.au

OPERATION REPORT

SURVEY WITH ROV AND LBL



BACKGROUND:

In this "Operation:" article, we will be focusing on specific DP related activities, here IDPOA fellow Colin Soanes shares his experience of a unique operation recently undertaken performing Mineral surveys in submerged volcanoes. The operation brought a unique set of requirements, and what follows is an overview of some of the technical detail and challenges posed.

I was engaged by by Mr Hal Hirtz, managing Director of Trinity to act as a DP Operator, during surveys in submerged Volcanoes. The operations were to be conducted from a DP 1 vessel using a work class ROV, which would be positioned as per the Clients requirements using an Acoustic LBL array. This was an different use of LBL in unusual conditions and so the article was written to highlight some of the unusual problems encountered.

EQUIPMENT:

VESSEL

- 60 meter Offshore Support vessel
- DP class 1
- 2 Z peller drives 2000hp prime mover for each
- 1 bow thruster independent diesel drive rated at tons
- Kongsberg SDP 11
- 1 off DGPS, MRU, Gyro, and wind sensor
- 1 off Hipap 500 with additional Hipap 400 transceiver and dual transducer fitted to ROV

ROV

- Work class ROV
- Twin manipulators
- 1 responder beacon
- 1 transponder beacon
- Doppler velocity log
- Octans Inertial gyro
- ROV sonar
- High definition and composite video

SURVEY ARRAY

- Multibeam sonar
- EM sensor coils
- Side scan sonar
- Under keel and cross track sonars
- Sound velocity profilers

LBL BEACONS:

- Type 331 beacons with Dual beam, and depth and temperature sensors.
- 30 khz beacons, rated to 3000m with a 15 degree Tx/Rx cones in both horizontal and vertical planes.
- Beacons were rigged with a 3000m rated flotation collar and a 90kg clump weight of anchor chain links
- Total weight approx 230 kg

LOCATIONS:

South

Caldera, relatively flat terrain numerous hills some over 100 meters high and thermal vents were located in the area. The volcano wall was located on the very southeastern corner of the survey area, this did not impact on survey operations to any appreciable extent

North

The area was valley shaped steep slopes of 45 degrees to the northwest and 30 degrees to the southeast. The area sloped from shallow in the northeast (650m) to deep in the southwest (820). The valley floor was in the region of 50 to 100 meters wide. There were some thermal vents, which were thought to be mainly inactive.

TRIALS:

ROV Trials

On passage to area "South" a 3000m dive was carried out as a squeeze test to verify operation at maximum depth. During the LBL trials time was set aside to verify the operation of the various survey sensors fitted to the ROV

LBL Trials

An array of 4 beacons was set up and calibrated in 300 meters of water. The array was set up with a 400m radius to verify range. This meant the vessel had to move over each beacon in turn during the calibration to have stable telemetry

This trials did not give completely satisfactory results as the LBL to the ROV was not stable. Time constraints did not allow for trials to be extended. However as a result of these trials:

- The transducers on the ROV were re-positioned higher on the vehicle
- The lines anchoring the beacons to the seabed were extended to 10m in area South and 20m in a area North.
- The array set up at the larger South area was split into two separate arrays, a 6 beacon array was set up in the northern half of the survey area and survey carried out. The 3 northern beacons were then moved to the southern part of the survey area and the array would then be re-calibrated.

This also confirmed the decision that while "multi user" was possible only the ROV would be positioned with LBL

OPERATIONS AREA SOUTH

(1000 m by 700m, max depth 1600m)

- The array was planned in 2 east/west lines of 3 beacons. 3 at the northern edge and 3 along the centre line.
- The beacons were dropped close to the high spots and would be finally positioned by the ROV.
- The first beacon launched reached a depth of 1200m and then started to rise. It was thought that the acoustic release had operated. However when the beacon reached the surface it was found the line had snapped and all were re-rigged with a larger line.
- Once the beacons were dropped, the ROV was deployed and a Sound velocity profile measured during the descent.
- One beacon had landed close to a thermal vent and there was some concern that it could melt the rope, we were advised that while vent temperatures can be between 200 and 400 degrees Centigrade, temperature is ambient within a few centimeters to the side and a few meters above.
- The ROV inspected the top of all local high points, and located a suitable landing spot and then re-located the beacons.
- As each beacon was position and initial position was measured and set into the LBL data.
- Once all beacons were positioned the ROV was recovered.
- A transducer calibration was carried out. This consisted of taking approximately 200 readings on 4 headings 90 degrees apart directly over the beacon. Then 200 readings at 4 cardinal points 300 meters away from the beacon.
- This verified the transducer offsets and also gave a boxed in position for the beacon we would use to measure depths during the surveys.
- The beacon chosen was the centre beacon on the centre line, which would not be repositioned.
- The array was the calibrated using a measured baseline method where each beacon in turn measures ranges to the other beacons.
- A DGPS input was available, and geographic centre was defined for the array, this gave geographic co-ordinates.
- Due to line of sight problems it was sometimes necessary to move towards beacons to initiate telemetry. This does not affect the calibration as all ranges are measured at seabed level, only data is transmitted to the surface.
- There were 2 pairs of beacons with poor or no contact due to line of sight problems. To make readings easier, power levels were increased on beacons, acceptable "range gates" were set wider, the required number of readings were reduced, gain and attenuation varied as necessary.
- One beacon consistently failed to reply, it was thought that there might be frequency conflict with sensors on the ROV. The operating frequency of the ROV was changed and the beacon then operated without further problems.
- Once the readings were taken the array calculation was carried, and the results inspected for "large jumps" from the initial positions.
- A "run time" calibration was then carried out to verify that the calibration was robust.
- This took approximately 18 hours

OPERATIONS AREA NORTH

(790m by 690m max depth 800m)

- The client decided that the approximately 25% of the survey area in the northwest corner need not be surveyed as the 40 degree slopes in that area were too steep for viable operations
- Due to the reduced area, and lack of 100m hills, the beacon array was planned as a single array.
- Two lines running approximately north and south. One line on the eastern and one on the western edge of the survey area.
- In the northwestern section of the survey area the beacons were placed at the base of the Volcano side wall.
- On the eastern side the beacons were placed on relatively flat areas of the slope.
- A similar procedure was followed for locating the beacons and calibrating the array. As there were no appreciable line of site interruptions.
- Total time to set up approximately 7 hours.
- This array was judged to be more stable due to a combination of longer mooring ropes on the beacons, and less line of sight interruptions.

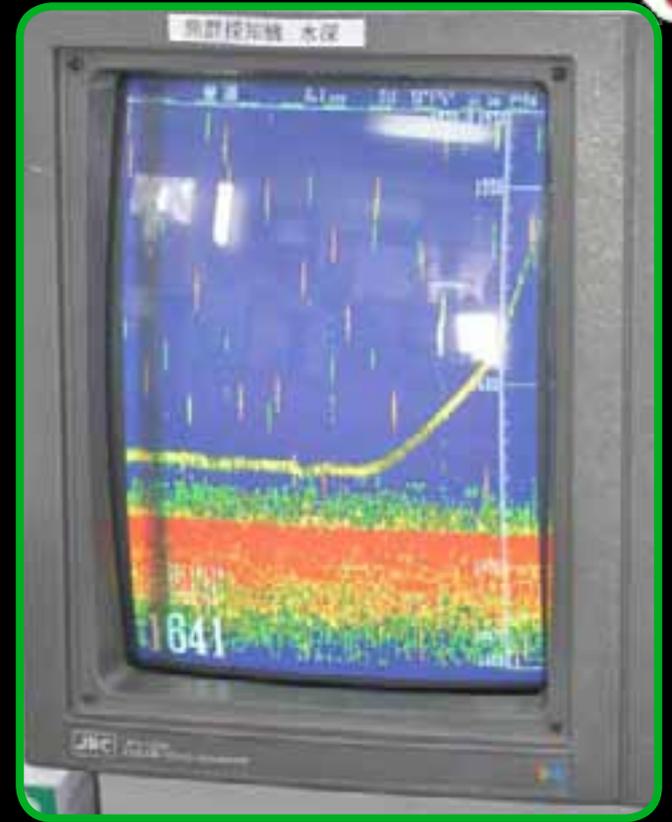
RECALIBRATION

- Once operations were completed in the northern section, the ROV moved the 3 beacons on the northern edge of the survey area to the southern edge of the survey area.
- The weight of each beacon and clump was estimated at 100Kg, the ROV moved one beacon at a time. The ROV was pitched bow down up to 7 degrees at times and transit speed limited to about 0.2m/s.
- The ROV "wet stowed" each beacon, then surveyed the proposed landing area to ensure each beacon was at a high point.
- Once the beacons were positioned, new initial positions were recorded for the beacons that had been moved.
- Then a full measured baselines calibration was carried out as per previous.



RESULTS

1. The Multibeam surveys were carried out at an altitude of 20m above seabed and LBL to the ROV was stable. In Area South a maximum of 3 or 4 ranges would be received. In Area North 5 or 6 ranges were usually received with occasional intermittent drop outs.
2. The EM surveys were carried out at an altitude of 3 meters and LBL to the ROV was dependent on location. In area South line of sight interruptions were more frequent, drop outs occurred and the number of ranges was usually less sometimes as low as two.
3. In Area North readings were more stable on EM surveys, but some momentary dropouts did occur.
4. The position update rate was approximately 5 seconds. As the ROV was moving at approximately 0.3 meters per second, the ROV could move approximately 1.5 meters during a fix.
5. Some of the "error" could be resolved during post processing as fixes are time stamped.
6. The Manufacturers Technician mentioned that the newer systems using a different signal format, could transmit all the ranges at the same time which would reduce "errors" and decrease update rates.
7. Planning was vital for this operation, and an expert knowledge of Calibration procedures was needed to complete the various procedures, in what can only be described as extreme conditions.



ROV on SONAR

CONCLUSIONS

1. After the trials the transducers on the ROV were re-positioned higher on the vehicle to improve line of sight. This was a more exposed location and there was some risk that if the umbilical went slack the transducers could be damaged.
2. Knowledge of seabed topography is vital, however be aware that even "accurate" survey maps should give a general outline of seabed contours they may still not show fine detail such as boulders and some geothermal vents.
3. The beacon mooring lines were initially 10 metres long, however due to large seabed hills and vent there were some line of sight interruptions. At the second work site the lines were made 20 metres long and there were less line of sight interruptions.
4. There was some concern that 20 meter mooring lines might sway in the current and increase residual errors. This did not occur during this survey, but it should be considered during planning. So tide and current data is needed.
5. The beacons need to be sited on the high ground; this meant the drop method was not accurate enough for beacon positioning. The seabed maps were used to pick optimal sites. The beacons were dropped close to these sites. The ROV then inspected the adjacent area and the optimum location agreed and the beacons were then repositioned.
6. During trials the position update rate was approximately 5 seconds. As the ROV was moving at approximately 0.3 meters per second, the ROV could move approximately 1.5 meters during a fix. Some of the "error" could be resolved during post processing as fixes are time stamped.
7. As the update rate was so long it was decided that while "multi user" was possible only the ROV would be positioned with LBL. As positioning the vessel would increase the update rate.
8. The Manufacturers Technician mentioned that the newer systems using a different signal format, could transmit all the ranges at the same time which would reduce "errors" and decrease update rates.
9. Planning was vital for this operation, and an expert knowledge of Calibration procedures was needed to complete the various procedures, in what can only be described as extreme conditions.



Colin Soanes testing the beacons



Climbing the ladder: Who to promote and when?

We have received an increased volume of correspondence from members, and from people working ashore managing DP operations and vessels.

This is an important development, as it highlights the positive role of a professional association in disseminating best practice and pushing a positive agenda on standards.

One question which has been repeated on numerous occasions has been the question of promotion of DPOs and of the standards, and assessment as companies look to fill vacancies higher up the chain of vessel command.

The most common question is whether there are any standards laid down anywhere for promotion from SDPO to Master. This is to the backdrop of personnel who meet all STCW requirements, but it seems that some companies, especially those relatively new to DP are unsure how to monitor, assess or categorise experience.

It seems that companies are seeking specifications which lay down how many days/hours an SDPO, for instance, should have performed before they can be promoted. Such specifications and resumes then call into question experience on same type of ship, say on a Sat DSV before an SDPO can be considered for promotion as Master of a Sat DSV?

With the rapid and breathtaking growth across the offshore industry, it is perhaps all too easy to forget that some companies are experiencing new challenges. Even those who have good safety management systems and a positive culture can struggle when faced by a constant and steady stream of new problems.

Sensibly, the first port of call for many of our correspondents is IMCA M117: The Training & Experience of Key DP Personnel. However, this

document does not quantify the experience requirements. Which is perhaps understandable, as even new companies need to begin to understand the demands of their own people, fleet and clients – being new to the sector is not an excuse and it should not blind companies to the common sense approaches which they no doubt adopt towards other areas of their business.

The issue of promotion raises some very interesting points, and aside from the very loose guidance in M117 there is no really strict industry standard over and above the Certificate of Competency and NI DP Operators certificate.

We would advise any company to take M117 and add to that company guidance based on experience. Whatever you believe it takes to make that very big step up from SDPO to DSV Master. Lest we forget, there is a lot more than simply DP to consider in making such a step. Also sometimes it seems that people are too ready to seek a “one size fits all” approach, and that simply cannot and should not work in an environment such as this.

There are of course sea time issues to consider; there are operational ones and of course, there are personal aptitude elements to assess too. Companies need to forge their own paths, even when they are entering new markets – what may suit the long established market leaders may not be appropriate for a new player. The relationship between experience, time on the desk and time spent within a company is a complex one, and in looking for off the shelf answers, there is a danger that some obvious questions are overlooked. If there are any doubts as to the suitability of a candidate for promotion – then it seems, regardless of any industry guidelines, that elevating the particular individual would be ill advised in the extreme.

We would be very interested to hear your views on the issue of promotion. Email dpo@dpooperators.org to share your feedback.

DP Capability Forecast: Efficient planning of operations, hours and days ahead



OCTOPUS-Onboard is a state-of-the-art modular decision support system for ships and other floating structures. World-leading shipping companies and offshore contractors have used OCTOPUS-Onboard since 2003 for route and operation planning and optimization of speed, heading and fuel consumption in every weather condition. One of the extensions within OCTOPUS-Onboard is the Dynamic Positioning capability forecast function.

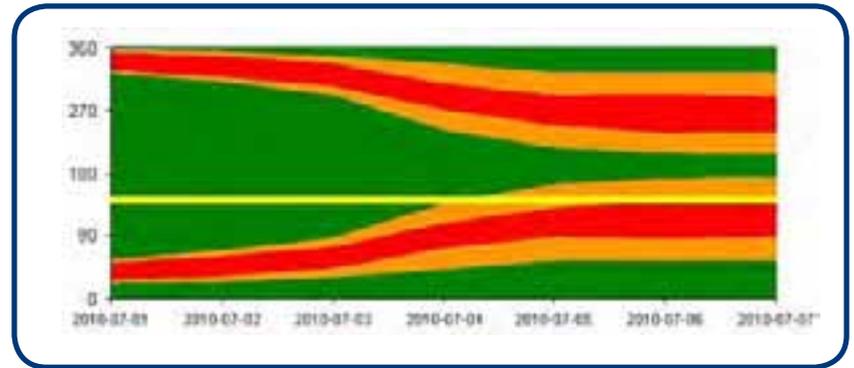
The OCTOPUS-DP functionality gives offshore vessels the possibility to make optimum use of a safe time window for their weather-sensitive operations. An important remark has to be made here.

The OCTOPUS-DP functionality cannot be compared with already existing DP Systems. Where traditional DP systems try to keep the vessels position during an offshore operation, OCTOPUS-DP takes it one step further. A forecast is given if the vessel is capable of maintaining her position and heading in changing environmental and weather conditions, hours and days ahead.

How does it work?

Basically, the DP software calculates an onboard forecast of the mean and slowly varying forces acting on the vessel due to currents, wind and waves. The calculations are based on measured environmental conditions and on weather forecasts, which are an integrated part of OCTOPUS-Onboard. The first result is the forecast of the mean heading the vessel would obtain if weathervaning or drifting. The DP Capability software also calculates how the expected forces will influence the ship and if these forces would bring it out of position during an operation at sea for any available thruster configuration. OCTOPUS-DP uses the thruster properties as input. There is no direct link with the DP-system itself.

With the obtained information, it is easy to judge for which DP thruster configuration the vessel is resistant against expected forces or that it is better to stop and start the operation at a different time. Safe heading sectors are given in Polar Plots. A safe time window is given in the OCTOPUS Weather Window. The window gives the crew a clear view on how these forces have a different impact on the ship at a change of heading. This way the crew gets a clear forecast if the operation can be executed in the hours and days ahead, and under which heading this can safely be done.

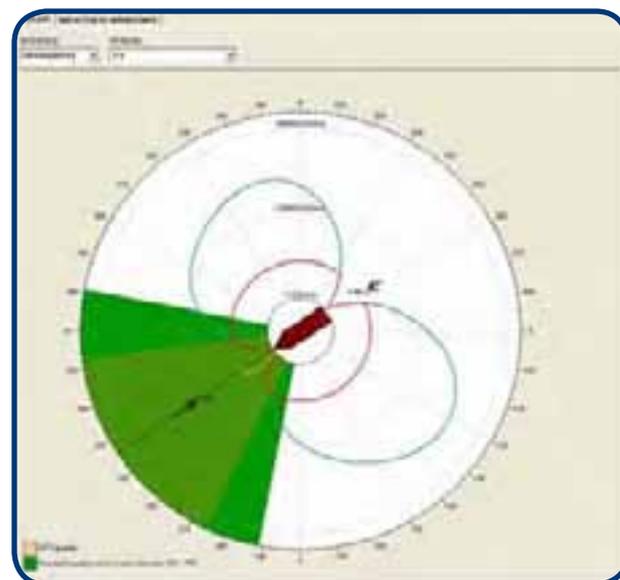


DP Weather Window:

A safe time window, hours and days ahead. Yellow line indicates required working heading band. Red zones are headings where DP-capability is insufficient or vessel responses are higher than allowed.

With DP capability the crew can easily see if it is sensible and efficient to start or go on with the operation at sea. Or is it better to start (again) at a different time? The benefits are clear:

- A clear and complete indication of the operational windows for weather-sensitive operations at sea
- Better and efficient preparation and execution of projects
- Less damages and stress to the vessel
- Optimal use of man and machine in a safe environment, leading to significant cost reductions.



DP Polar Plot:

The red section shows the vessel's DP Capability under a required heading.



INDUSTRY JOBS BOARD

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.

You can use your membership of IDPOA in order to access and apply for all the jobs we advertise, upload CV's and give recruiters direct access to their careers information in the jobs section of the IDPOA website.

We are working hard to become the only industry jobs board worth visiting. So keep watching as the jobs grow and grow.

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



www.kitoenterprises.com

Starting in February Kito Marine is looking for a Chief Officer for the PLB C-Master.

Contact andre.vantooren@kitoenterprises.ae to apply



www.noblecorp.com

Noble Corporation are currently recruiting for a number of DP roles.

Noble offer exciting offshore career opportunities to work with a diverse rig crew and state of the art equipment on the best offshore drilling rigs in the world.



Cenergy's Rig Inspection Division are currently seeking qualified DP Inspectors for long term 1099 consulting opportunities.

www.cenergyintl.com



www.nmm-stena.com

Due to the expansion of the Technip fleet Northern Marine Manning Services currently have vacancies for Dynamic Positioning Chief Officers and Dynamic Positioning Second Officers.

To register your interest please submit your CV to nmmoffshore@stena.com quoting reference NTT001



RBG Energy Resourcing are sourcing candidates for a number of Dynamic Positioning vacancies. Offerin permanent and contract vacancies, RBG provide personnel for platform and mobile drilling.

www.rbg-energyresourcing.com

If you have DP positions to fill...

Email us to find out the great offers available: marketing@dpoperators.org

POWERED UP

ON-LINE THRUSTER CONDITION MONITORING PRODUCT FOR OFFSHORE MARKET

Kittiwake Developments has launched ThrusterSCAN – an innovative new product for the offshore drilling market. ThrusterSCAN is an asset protection solution that helps to predict failure, facilitates preventative maintenance and ensures against costly downtime.

While Kitiwake has supplied onboard oil testing equipment for offshore applications for some time, the launch of ThrusterSCAN marks a new era in online lubricant condition monitoring for azimuth thrusters.

Simple to retrofit and compatible with existing condition monitoring systems, ThrusterSCAN continuously monitors for metallic wear debris, water ingress/ seal failure and oil degradation. Automated warnings mean that problems are detected in their infancy, enabling immediate preventative action, ensuring more efficient lubricant usage and negating the prospect of costly thruster damage. More than ever before, ThrusterSCAN enables maintenance engineers to make fast and informed decisions with confidence.

ThrusterSCAN thruster monitoring units (TMUs), that support several groups of oil and machinery condition sensors, are installed local to each thruster. These TMUs continuously monitor the oil

circulating through the thruster. Each TMU comprises of a touch-screen human machine interface, metallic particle sensor, oil condition sensor, moisture sensor, oil temperature sensor and sampling pump.

System data is displayed on the Human Interface Unit of each TMU and a central control room touch-screen display provides a simultaneous overview of the condition of all thrusters.

ThrusterSCAN can be used to link outputs from other systems, such as vibration monitoring systems and thruster operating parameters. The information provided can be used to optimise thrusters and manage overhaul schedules. All information can be accessed remotely using a standard Internet browser, giving complete control to whomever required, wherever in the world.

Peter Pilon, newly appointed CEO of Kitiwake's US operations, commented:

“Understanding thruster condition is critical to the drilling operation. Not only can ThrusterSCAN predict failure and enable more efficient lubricant usage, the system can demonstrate the effect of operating conditions, informing parameter adjustment to prolong life. The system can also potentially extend service intervals based on condition, rather than hours of operation, which assumes thrusters are running at 100% capacity, 100% of the time.”

“It is clear from data that ThrusterSCAN can manage risk and reduce costs, maximising uptime and enhancing the drilling contractor's performance and subsequent returns.”

Kitiwake is a leading global provider of asset protection technology with offices in the UK, Germany, USA, Malaysia and India. Kitiwake is an expert in machinery condition monitoring, fuel and lube oil analysis and water testing.



Thruster Monitoring Unit



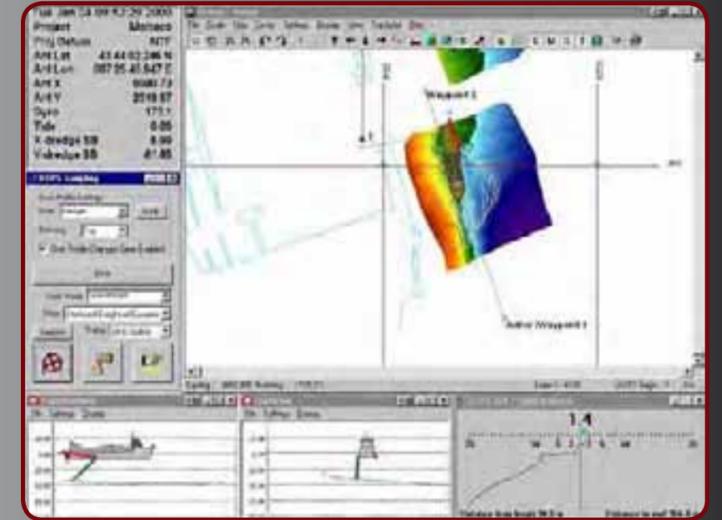
Thrusterscan Main Control Panel

Dredging and DP

We at IDPOA are not just interested in the mainstay work of DP, we are looking to see where else in shipping that the systems and people are making a difference. Here Marc Van de Velde of the www.theartofdredging.com has written to outline just how DP is having an impact on the world of dredging. As you will see the world of dredging has evolved - and is now so much more than clearing fairways and providing the building trade with sand.



Dredge display with underwater bathymetry; the dredger has one suction pipe on the seabed. The position of the draghead is perfectly known in three dimensions. Accuracy of the work is often one or two metres, horizontally.



More than ever dredging is in the news. Be it the land reclamation projects in Dubai and Abu Dhabi or the cleanup actions in the Gulf of Mexico and China, or the urgency of coastal protection against rising sea levels in this time of climate change. All are reasons why governments continue to invest in maritime infrastructure projects.

Dredging is an indispensable, but often misunderstood, tool in these projects, and involves underwater architecture. Dredgers position their massive tools (dragheads, cutterheads, crane buckets) on the seabed, with extreme accuracy, to create an underwater landscape.

Trailer dredgers trail are, in essence, giant vacuum cleaners, dragging suction pipes along the seabed. They are mostly conventional ships, twin-screw, CPP, high-lift-rudders and added bowthrusters.

In the 1990's dredgers got equipped with DP/DT systems to qualify for offshore jobs. These were class I systems at best, more often class zero.

Once the DP-consoles were onboard, crews started to figure out how to put them to good use.

New trailer dredgers are often equipped with a DP/DT-installation, specially designed for dredging. ("IHC Systems" from the Netherlands is the only outfit who makes these dedicated DP/DT-systems).

These specialised systems focus on:

- The suction pipe(s) often exert varying forces (in excess of 100 ton / pipe, pending on seabed soil conditions). These forces can be measured, and put in the DP-model. The dynamic tracking -with suction pipes on the seabed- is a cut-throat affair, pushing the whole ship to the edge. A Kongsberg service-engineer said: "This DP-system has no mercy with the engines."
- The suction pipes and dragheads are not steerable things; they are suspended from gantries with cables and winches. Dragheads on the seabed have lives of their own; sliding down slopes, and with a natural tendency to follow earlier draghead tracks. The only way to steer these dragheads is to adjust the ship's position, either heading or track offset. This is where a DP/DT system comes in very handy.

- Different algorithms for current prediction are used, adapted for shallow water effects.
- The dredge equipment takes up a lot of the power available in the vessel, often more than 50%. To avoid overload on power generators, a dedicated power management system -with safeguards- must be in overall control.
- The DP/DT system is often networked -or even integrated- with the dredge display system and dredge control system.

Experience onboard shows that dredging with a DP-system is not a shortcut to heaven. It still requires a huge input from the operator, and dredge personnel must be expert shiphandlers to begin with.

However the addition of DP does make a difference, and the interaction between the DP-operator, the dredge-operator and the DP/DT-system; a highly accurate and quick job can be achieved, especially in typical offshore jobs as trenching and backfilling.

Mostly, trailer dredgers are not involved in high precision jobs, but in maintenance and capital dredging; deepening waterways and creating new land.

DP/DT systems play an ad hoc part in conventional dredge operations; they are often used for station-keeping, or as a speed-control tool. Ship's speed is the main parameter influencing dredge production, and the more accurate ship's speed is maintained, the higher the ship's output.

The dredging industry has perhaps been relatively slow to pick up DP-technology; two decades after the offshore industry. But nowadays we are more than making up for lost time -thanks to specialised DP-systems- dredgers reap full benefits: higher positioning accuracy, and higher production.

Rather than attract DPO's from the offshore industry, dredging companies allow their deck officers to train and get hold of limited DPO-certificates themselves, adding one more skill to their multi-tasking mindsets.



TSHD "Alexander Von Humboldt" rainbowing. The ship keeps station on DP, countering the huge reaction force at the rainbow nozzle.



TSHD "Gerardus Mercator" in the field with "Molipaq", off Sachalin island, 2005.



FEEDBACK

NEWS FROM THE IDPOA REPRESENTATIVE COMMITTEE

DPTEG Feedback

December saw the latest meeting of the DP Training Executive Group (DP-TEG), the pan-industry forum hosted and chaired by the Nautical Institute.

IDPOA was in attendance with Captains Ian Smith and Lee Brown of ADPS Ltd representing the association. We are grateful to them for taking the time to attend on our behalf, and thank you to ADPS Ltd for their continued support of IDPOA.

Background to DP-TEG

For those of you who may not be aware of DP-TEG here is the background to its development.

Given the significant and ever changing face of the DP training environment the Nautical Institute was faced with the challenge of ensuring that the scheme which it oversees on behalf of industry was fit for purpose, and was both overseen and managed properly.

To ensure that this was done in both a transparent and effect manner it was decided to create a forum which brought all parties together to enable the the NI to set-out its vision of the future for DP training and certification, and to ensure this vision and routemao was supported by a powerful and influential decision making forum. This is the DP Training Executive Group, (DP-TEG), providing industry guidance and representation of stakeholder input.

The Group is made up of representatives who were seen as being in the DPO's "sphere of influence", and include the Nautical Institute (Chair and secretary) Shipowners/ Operators in the form of trade associations International Chamber of Shipping (ICS), The International Marine Contractors Association (IMCA), the International Association of Drilling Contractors (IADC), OGP/OCIMF and international accredited training providers.

IDPOA now has a seat at the DP-TEG table so that we may put forward the views of you-the members. Considering the vast amount of practical experience our members hold, we believe the IDPOA is in a position to offer very practical and positive comments to the DP-TEG forum to update and modernise DP training and certification.

In fact the genesis of IDPOA was led by the creation of DP-TEG. Prior to the Group's creation there was no obvious place to represent the professional views of DP practitioners. However with DP-TEG came both opportunity and need - and we reacted swiftly.

But why was DP-TEG so important, and vital for the future development of DP training and cerification? There are many reasons. The ever increasing use of DP on new builds of all types of vessels, the shortage of experienced DPOs, the close scrutiny of the training system by Flag State, Classification societies, IMO etc plus the ongoing abuse of the system, which is a worry to us all.

Quoting the Chairman Capt Mark Pointon – "The creation of DP-TEG has been about refining DP certification for the end user, something that cannot be done unilaterally. DP-TEG legitimises the decision making processes for training and certification. While having industry credibility and reflecting the views of all the major stakeholders".

We believe that by adding the views of the IDPOA members we may have some positively influencing DP-TEG while voicing concerns about conditions which may be impractical and/or, costly to existing DP personnel.

The IDPOA Representation Committee is vital to the development of your Association, but also plays a pivotal role in ensuring that the lessons and voices of frontline professionals are heard.

Here we share the feedback from the meeting, and also the views of Lee Brown and Ian Smith.

DP-TEG exists to provide its members with an open forum to discuss the development of practical improvements to the DP training process, with a view to making the process more robust and transparent.

There has been a lot of criticism in the industry about the current use of previous experience on DP vessel prior to undertaking formal DP training i.e. Induction Course. Training centres have found that many candidates with so called "experience" have often just been on the vessel and have only the vaguest understanding of the DP system. These personnel are seen as trying to circumvent the proper training where genuine hands on experience with task based assessment and DP courses are vital. It was decided that the NI is to cap the amount of pre-induction training sea time to 30 days (60 days was initially proposed but upon discussion 30 days was settled upon), which may be used as sea-time contributing towards obtaining the full DP certificate.

There was a discussion about making the induction course an assessed course instead of purely familiarisation – The concept is that there will be practical assessment on Phase 1, 2 and 4. The level of assessment for each will be set as follows:

- Phase 1 - Understanding
- Phase 2 - Proficiency
- Phase 4 - Competence

The assessor will be a "competent person" - to be defined. Not purely the master, as now. The logbook will be completely overhauled to take into account the developments – however the issue generated quite a lot of discussion. The NI has developed a database of questions and there will be a six month trial period. More experienced personnel will also assist in the trial.

Once this has been fine-tuned, it will become a formal part of the course. Once implemented failure will result in two further attempts and a third failure – the entire basic course will have to be done again. Further to this was a revamp of the onboard tasks required to be completed as notated in the training record book. Perhaps there would be several columns the last of which would indicate the signer considered the trainee competent. Additionally the tasks need not be signed off by the Master, but by the mentor/ SDPO who may have a better indication of the level attained.

DP hours versus days on board is a contentious issue and the NI are acutely aware of this. Presently there are no parameters or guidelines on how DP watch hours should be measured other than 'significant' DP operations. The general consensus was to make the sea-time requirement to be in hours (whilst on DP and whilst on watch – either 1st or 2nd man). There was a lot of discussion about the quality of DP time as a DPO sat 12 hours on a Drilling vessel is not really getting 12 hours of real DP time whereas a DPO on a DSV/ROV Support will have a more complete experience. Other questions like wind farm installation vessel work on DP but for only for a few hours per day – what would be a reasonable DP time allowance for these people? They are after all using the vessel in confined waters and close to structures stretching the DPO's seamanship and DP operating capability.

DP-TEG is looking into whether to introduce a minimum qualification for personnel undertaking the DP training with a view to being issued with a DP Certificate upon completion. – the room was split on this issue particularly the training centres who feel they are having to provide additional training to personnel with no relevant experience and this is disruptive to the other attendees of the course. We do not think it should be up to the NI to dictate who should or shouldn't undertake the course and subsequently obtain a DP ticket, though as arbiters of the scheme, it is currently their role to do so – reference was made to a welder on a barge who had a DP ticket who then tried to get a job as a DPO. However we believe a non-STCW welder would at best only serve as the second watch keeper and in all likelihood would never be considered other than for barge work. We also endorsed the use of ETO's and Engineers becoming DPO's (personal experience has proven these ranks to be worthwhile on many types of operation). Other situations were highlighted such as Super Yacht owners and crew many of which have DP and many are on charter which places an onus of competency on to the owners. There are many other scenarios e.g. passenger liners etc.. We believe the consensus was that the applicant should hold an STCW qualification, but allowances would be made in certain circumstances. Eg RYA Ocean going – but the STCW qualification would preclude moving on to larger vessels.

On the issue of simulator experience replacing some of the required sea time in order to obtain a full DP certificate - we felt that the simulator time is invaluable but should be in addition to the required sea time and not instead of. From our point of view (personal and not IDPOA) unfortunately this is already allowed within the training regime. Hands on experience, especially in the company of a SDPO, who are able to relate to experiences which bolster the trainee DPO's knowledge and training. This knowledge cannot be obtained by the use of a simulator. In light of such industry reservations the availability of this is to be reduced - a student can currently attend two "intensive courses", though this will be reduced to one.

Additionally there were discussions about a reduction of sea-time for people who worked for companies that had proactive training and assessment programs. Here even one of the company representatives said that his company being one with such a training program would prefer to see the six months sea time remain in force.

There were some robust exchanges at the announcement that the NI and OSV owners have reached agreement to work together on an "Industry" developed solution to their DP training program problems. OSV's are now generally Class 2 DP and many owners have been complaining about finding qualified personnel to act as second "man" on the watch. OGP/OCIMF has agreed to allow persons undergoing training to act as second man. This issue will not go away as perhaps the "real" concern for OSV owners is training up DPOs and then seeing them leave for better pay elsewhere. We mentioned that what they really wanted was a "Supply Boat only" DP qualification. It is the view of both IMCA's and ADPS Ltd that this would prevent the free flow of labour. We don't see how this issue will be resolved, open the gates and you will have Diving DP certificate – Drilling DP Certificate – OSV DP certificate etc. A situation which could be totally unmanageable.

The RepComm is currently made up of the following Members and Fellows of IDPOA:

- Anders Carlson Hovde
- Bart Hakze
- Colin Soanes
- Dan Whitaker
- Gary Reay
- Ian Smith
- John Gorman Charlton
- Lee Brown
- Marc Bragg (Chair)
- Matt Barney
- Mike Popescu
- Mohan Dhanrajani
- Narciso Montilla
- Sean Hogue
- Steve Macdonald
- Valerio de Rossi
- Jill Friedman
- David Martin
- Charles Bryan
- Peter Corbett
- Tim Newton
- Adrian Flower
- Nick Wallace
- Ian Rogers

We are extremely grateful for the time, and effort they put into guiding IDPOA and our input to industry.



Contact RepComm Secretary Gianna Molica-Franco for more details about getting involved: marketing@dpooperators.org

SHIP to SURE



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

ElectroHub

While we've seen wireless charging concepts before – ElectroHub has a slightly better way of doing things. Simply stick the ElectroHub battery replacements into your devices and they'll work with the mat.

“Aha,” you're probably thinking. “But my gadget has a non-replaceable battery.” Well, then, you'll need some sort of case for making it work. A bit like the Powermat. But still, it's a better concept for getting your gadgets charged easily, and looks to be pretty reasonably priced, too...plus it means you can finally shake off having to take a bag just for your chargers and sundry wires all over the world.



PSP Phone

Considering that the iPhone is capable of games with graphics at the level of Infinity Blade, gamers must be drooling at the thought of adding buttons to what's already there. Apparently, someone at Sony finally had the same idea.

The PSP Phone looks certain to be released soon, and may be named the Zeus Z1.

While we're a little nervous about the possibility of twin trackpads instead of analogue sticks, Sony console fans and phone gamers alike will both be eager to get their hands on this.

Ipod Nano Watch

People have been trying to turn the iPod Nano into a wrist-wearable device for a while now but all the designs so far have lacked on feature or another (or cost way too much) to make them practical. This HEX version, however works.

The “gadget” (if it can truly be called that) is just a plasticized watch band that snugly holds your little sixth generation iPod Nano and casually drapes around your wrist. That's good because you don't have to worry about software interfacing or Bluetooth or anything complicated. It's also bad news because, well, it's just a watch band.

Still, with a price tag just shy of \$30, it's probably the most user-friendly (and by that I mean practical) options available to those of us who want to emulate David Hasslehoff's heroic antics on Knight Rider.



What's On 2011



Offshore Support Vessels

An event under
SINGAPORE
maritimeweek
2011

Bringing Commercial Trends and Projections to the Forefront

11 - 13 April 2011 • Singapore

Visit the website at www.osvconference.com for more details.
IDPOA members will receive a 20% discount off the regular registration rate.

January 2011

18 Jan
IMCA North America Section
Diving Division Sub-Group
Cal Dive, Houston, USA

25 Jan
IMCA Offshore Survey
Management Committee
Acergy, Aberdeen, UK

February 2011

15 Feb
Offshore Wind Support
Journal Conference
Millennium Gloucester Hotel,
London, UK

16 Feb-17 Feb
The Annual Offshore Support
Journal Conference
Millennium Gloucester Hotel,
London, UK

22 Feb-24 Feb
Subsea Tieback Forum
& Exhibition
Henry B. Gonzalez
Convention Center, San
Antonio, Texas USA

23 Feb
IMCA Europe & Africa Section
NH Laguna Hotel, Venice,
Italy

24 Feb-25 Feb
IMCA Safety Seminar
NH Laguna Hotel, Venice,
Italy

March 2011

7 Mar
Middle East & India Section
Jebel Ali Shooting Club,
Dubai, UAE

9 Mar
IMCA India Briefing Seminar
Mumbai, India

22 Mar
Competence Workshop
Hilton Treetops Hotel,
Aberdeen, UK

April 2011

5 Apr-7 Apr
Ocean Business 2011
National Oceanography
Centre, Southampton, UK

13 Apr-15 Apr
6th China Offshore Summit
InterContinental Financial
Street Hotel Beijing, China

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