

6°degrees

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

Issue 9: Fall 2011



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WELCOME

TO 6degrees, THE E-JOURNAL FROM IDPOA



Welcome once again to the latest edition of 6degrees, the e-journal of the International Dynamic Positioning Operators Association. As another year races to its conclusion we look back on what has happened in 2011... and it has been a time of real change for both the association, the industry and for many of the big players within it - we now stand at almost 4000 members for instance - a real landmark.

At the time of writing the annual MTS DP conference will see the great and good of the industry gathering once again in Houston, Texas, the fifteenth year for the hugely important industry event.

As the very name of the organisation suggests, the Marine Technology Society (MTS) takes a very nuts and bolts view of DP, and this year a range of fascinating topics are being covered. However aside from the potential human angle within the "DP Operations - A United States Coast Guard Perspective" talk, there isn't a great deal of focus on people at all.

This is a shame, and perhaps a wasted opportunity - as you will see in this issue of 6degrees, it is clear that the human element, is the one which is perhaps most at risk in today's high pressure operational environment. The DP itself, the PRS, thrusters and power management systems have developed beyond almost all science fiction dreams over the past years - but today, can we be sure that the people are keeping pace?

Naturally the Nautical Institute (NI) has done much to safeguard the process of certification and the standards of the training centre's delivering the courses.

With the vast global spread of personnel and training there have long been those who have questioned whether the NI can apply its standards universally.

From my perspective the answer is not only that they have, but that they continue to so - and much praise should go to Captain Mark Pointon who has now left his role as DP Training Manager. We wish his successor, Regina Bindao, all the very best in this extremely challenging role.

Wherever they may be the accredited NI DP centres strive to deliver the best training they can. However, it seems that there is rather an unfair emphasis placed on the shore based courses - with too many owners thinking that the training is only for the classroom. There is not enough focus and emphasis on the importance of the shipboard elements of training.

Writing in this latest issue, Captain John Wright speaks of the lessons that we can learn from the aviation industry in pushing forward the training elements within a formal DP focused crew resource management programme.

We hope you enjoy this issue, and we wish you well

All the best,

Steven Jones
Executive Director

IN THIS ISSUE

We tackle some rather complex and controversial issues this time around - ranging from training to competency, the human element and even piracy.

Thankfully the offshore industry has been relatively unscathed by the scourge of Somali based piracy. It was seen by many that the problems on the West coast of Africa actually were of more concern.

However developments over the past month will perhaps make us all think again - the attacks on a drillship and offshore supply vessel clearly show that as exploration pushes out to ever more eclectic areas, then the risks posed shift too.

Inside we have written on the recent launch of the Best Management Practices (BMP) 4 - which provides operational advice for not getting hit by pirates and some ways of escaping capture if you do.

We hope that you never need to use the knowledge, but please we urge you to download a copy of BMP4 and to ensure that your people and vessels are all aware of the right things to do when the worst happens.

Inside we also look at a range of training issues - such as the role that owners should take in ensuring that formal training is completed onboard, we also look at how competency issues need to be managed and of the effect of DPO standards play such a pivotal role onboard.

We also look at the effect of changes to STCW in light of the Manila Amendments - with flag States potentially gearing up to get involved what will it mean for you, your career, your DP certificate and the status quo?

There is also some of the best new DP jobs around, and news of the latest kit - both for the ship and ashore.

Which WAY NOW...?

While we celebrate 50 years of DP, Capt. KS Sandhu reminds us that any successes must be tempered with a concern that, "the man behind the machine" has perhaps become the weakest link in the DP chain.

Amongst the many challenges facing the DP industry today, one of the most serious is that of operator competence. During this year's European DP Conference when asked about the three biggest challenges of the future, Graeme Reid MD of Maritime Assurance & Consulting summed it up by saying "people, people, people"! I cannot agree more with him.

The technology per se has always been as advanced as it can be, because it is the best that is available at that moment; it is the operator who has to exploit it effectively as per its strengths and weaknesses.

DP systems have done their basic job of maintaining ship's position for last five decades and have become better and better with the advancements in technology.

The job of a DPO is to exploit and operate the DP system optimally within its capability and limitations. The question is "is the DPO able to do that?" The answer is YES and NO! What is worrying the industry today is the 'NO' part. With the DP systems becoming smart, not all DPOs are able to match up to that smartness! Their competence is in question.

Manufacturers have done a great job in improving the capability of DP systems. Today's DP systems are more reliable, safer, more versatile and user friendly. Similarly the Nautical Institute and IMCA have done exceedingly well by laying down proper training and operating guidelines for DP from time to time.

But IMCA statistics year after year indicate that large numbers of DP incidents continue to take place due to 'operator error' and 'poor procedures' which generally reflect poorly on the competence of DPOs. This brings in focus the quality of training of DPOs right from the basic course up to issue of DP certificate by NI.

Teaching is generally known to be a noble profession, but why then do some institutes rather than taking pride in imparting quality training consider it to be no more than a profit generating business? There is always a need to generate funds, but surely that should never be at the cost of quality.

Where are the ethics? Financial viability is understandable but pure profit driven approach is, to my mind, unethical. Teaching is not 'every ones cup of tea'. There is a big difference in 'delivering instructions and imparting knowledge'.

Good trainers impart knowledge and they play a major role in making good DPOs. After all 'the photocopy is only as good as the original'! It takes great effort for the instructor to impart knowledge to a trainee

about DP in 4/5 days on a concept which is totally new to them.

On the contrary, the trainee is required to put in very little effort to qualify. Some candidates don't even have the aptitude of a DPO and some have the attitude of 'take the fee and give me the certificate.' Also one month sea time on a DP ship after basic course is considered too less for the student to draw concrete benefit from the advance course.

The incoming assessments may rectify this to an extent, but there still is a lot to be done to ensure that trainee DPOs are immersed in the training.

Apart from the training institutes and regulatory authority, the ship owners and equipment manufacturers can also play important role to improve the competence of the DPOs.

What can be Done?

Nautical Institute.

The Institute has been regulating DP training since 1983 and its programme has been recognized and accepted by DP industry.

It is already in the process of rationalizing the aspects of sea time requirement and introducing online examination. With STCW Manila Amendment of 2010 coming in force every country operating DP vessels in their waters will be required to have qualified DP operators manning these vessels. The demand for DPO training is thus going to increase.

Needless to say, the competence level of these DPOs should be high to meet the expectations of the industry. I propose the following measures to help in addressing the problems:

- Institutionalize norms for 'Instructors' who can teach at accredited DP centres. NI should conduct written and practical examination for DPOs who wish to teach. Ones who qualify should be awarded NI 'Instructor Certificate'. Also DP centres must have at least one or two approved instructors as permanent faculty to run the programme.
- Increase basic course duration to 6 days. Additional time should be devoted for more practical training, audio/video demonstrations, covering rules and regulations in greater detail etc.
- Training centre should conduct written final exam for basic course, followed by online NI examination. The MAT / SAT type exam is too easy to pass.
- Increase the qualifying sea time for advance course to at least 3 months.
- Introduce 'Journal writing' (on ship's DP system), when onboard after basic course. This should be assessed by the Master and points awarded.
- Institute 'Entry level knowledge test' for advance course. This will make students refresh their basics before attending the advanced course. All too often time is spent on the advanced simply going over the basic course all over again.
- Advance course duration should also be increased to 6 days. Additional time to be utilized for presentation by students on IMCA Case Studies.
- On completion of advance course the person should be given the designation of 'Trg.DPO' for a period of 180 to 270 days for 'on job training' followed by Master's recommendation and issue of DP certificate by NI.

- DPOs found 'unfit' should be made to undergo 3 days refresher course which should be institutionalized by NI.

Equipment Manufacturers

DP equipment manufacturers have great responsibility in training of DPOs. Today there are hardly any audio / video training aids available which is a big minus.

The real working equipment (apart from simulators) is too expensive to be kept for training purpose by the institutes. Equipment manufacturers should produce the training aids for all equipment. Hopefully the price tag for such equipment should be kept at "sensible" levels - this should be a 'philanthropic social obligation' on their part towards the cause of training. Following are some recommendations:

- All DP related equipment manufacturers must develop appropriate aids / models for training purposes which should be reasonably priced.
- They must develop 'Practical Training Exercises' specific to their simulation equipment which should be part of the simulator package.
- The 'equipment specific' training for instructors should be a mandatory part of the package at no extra cost and not optional (at extra cost) as in some cases.
- They should produce animated training films on important DP incidents based on IMCA analysis.
- The equipment advances they make should be shared from time to time with the training institutes to keep the DP fraternity updated.

Ship Owners

The ship owners being the end users of DP manpower should also be the facilitators in making the operators competent. They must understand that they will stand to gain the most if they help in improving the quality of DP training.

- They must appreciate the importance of 'on job training' and therefore willingly accept 'Training DPOs' onboard in addition to qualified DPO.
- Encourage the Masters to share their knowledge and experience with junior DPOs and allow them to handle ships in safe environment. This will greatly enhance the confidence and ability of Jr.DPOs.
- Give DPOs stability of employment and incentives so that they continue with the company.
- Rotate the DPOs, if possible, to different types of DP vessels to enhance their exposure, confidence and employability.
- Double bank DPOs when they join ship if fitted with different type of equipment or after a long layoff.
- Have close circuit monitor on the bridge to keep DPO informed about ongoing operations.
- Institute measures to avoid monotony on the bridge.

Conclusion

The concerns of the DP industry about the lack of competence of DP Operators is not unfounded. The advances in technological in DP systems is increasingly demanding better qualified and more competent operators. These days it is quite common to compare the DPO's job with that of the aircraft pilot as the decisions during failures have to be quick and correct, 'if aircraft system fails it crashes and if DP system fails the ship dashes'!

The instances of DPOs aggravating the problem by taking incorrect action are well known (tripping the wrong thruster, deselecting, not noticing or reacting to developments). Some radical thinking is thus required to improve the training of DPOs and enhance their competence. All four agencies viz. owners, equipment manufacturers, NI / IMCA/ IDPOA and DP training centres need to come together to address serious industry shortcomings.

Guidance Navigation commences miniRadaScan shipments

In May 2010, Guidance Navigation Limited, the specialist manufacturer of navigation technology, commenced deliveries of its new Dynamic Positioning Position Reference Sensor system miniRadaScan.

miniRadaScan has been delivered to Platform Supply Vessels, from companies such as Edison Chouest, Bee Mar, Bourbon, and Great Offshore, for charters with oil majors such as Shell, Total and BP.

miniRadaScan was recognised for its ease of installation combined with the overall operational capabilities provided by microwave technology, particularly in challenging weather conditions.

miniRadaScan uses low power frequency modulated continuous wave radar and works with dedicated mains or battery powered targets that give accurate range and bearing measurements to a Dynamic Positioning system.

miniRadaScan has full 360° scanning that caters for flexibility in the approach angle. miniRadaScan targets embed a unique encoded signature in the returned microwave signal ensuring robust target tracking and also enabling a simple user operation. All transponders are intrinsically safe and ATEX certified.



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FLYING THE FLAGS

The STCW 2010 Manila Amendment (applicable from 1st Jan '12) has given flag States the option to formulate their own DPO training programme. Which has a major significance in that they need not follow the Nautical Institute (NI) programme.

This rather downplays the fact that flag States have always been able to create their own standards, certification, it was just that, Norway aside, they never did. As such experts believe that most countries will simply continue to follow the industry scheme, which is overseen and managed by the NI. But for those who do "go it alone", what are the implications when they create their own programme? There are concerns that that we could see different standards of training, and so we need to ensure that whatever happens that acceptable solutions are sought and that standards are maintained.

The NI has been overseeing the DPO training programme since 1983. Improvements have been effect from time to time and the present programme meets the requirement of the industry very well. Recent responses to perceived "gaps" in the scheme have been addressed, and with Mark Pointon in place to push things forward, the past four years have seen the scheme gain in stature.

The world of DP changes quickly though – and with new faces leading the DP elements within the NI and with flag States afforded this new scope, how will the landscape shift? There has long been the misconception that the NI "owns" the scheme, it does not, it simply acts as the mechanism to ensure what the industry wants, it gets.

In looking ahead to a future in which flag States create their own standards it seems that there some very big "If's" to address, "if" everyone sticks to the NI programme then standardisation will be maintained and the present training scheme can continued to be fine tuned. "If" however, the States develop their own programme then different standards of training will emerge.

What will these programmes look like and how will they be accepted by industry? In essence no-one expects them to be very different from the current NI programme which has emerged from 28 years hard fought experience. Some commentators believe that it will be simply a case of, "old wine in a bottle with a different label".

The biggest implication therefore is not that the training will change, or that the standards will rise or fall, but that the scope of employability will change. DP tickets with limited geographic extent, mean DPOs with limited geographic extent. Which given the international nature of the industry feels like a very backwards step.

Thankfully according to Mark Pointon a number of flag state authorities have indicated to the NI that they will be using the NI certificate as the basis for any endorsements that they issue for DP. Others have indicated that they will recognise the NI certificate as part of any certification changes.

Pointon firmly believes that we will see a situation where the status Quo will be adopted by most flag states, others will endorse the NI certification and a small number will possibly adopt their own certification system.

Hopefully common sense will indeed prevail, as an unedifying struggle for flag States to all get their DP tickets reciprocally recognised would be a mess, but the only way for them to improve the employability of their DPOs. All of a sudden we can see a circular argument which comes back to the need for a globally recognised scheme, which in turn would bring the debate back to the NI.

It would seem that just because flag States can have their own certificate the reality should perhaps see the Status Quo maintained. By all means have a "national" ticket with a lovely flag or crest on it and all the nationalistic pride which comes with it, but keep the NI scheme too. Give the trainees a two for one deal, two tickets (one national, one NI) for the price of one seems the way forward and everyone wins.



IDPOA 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

If you have DP positions to fill... Email us to find out more about promotional opportunities: marketing@dpoperators.org



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- Chief Officer
- 1st Officer/Snr DPO
- 2nd Officer/DPO
- 3rd Officer/Jnr DPO



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<http://www.etpm.co.uk/vacancies.php>

Dynamic Positioning Mariner

To support an ambitious growth and development plans GL Noble Denton are currently looking for talented Mariners, based from their Aberdeen offices to provide marine engineering competence to undertake DP technical and DP assurance activities.

For more details see: <http://goo.gl/HUoPv>



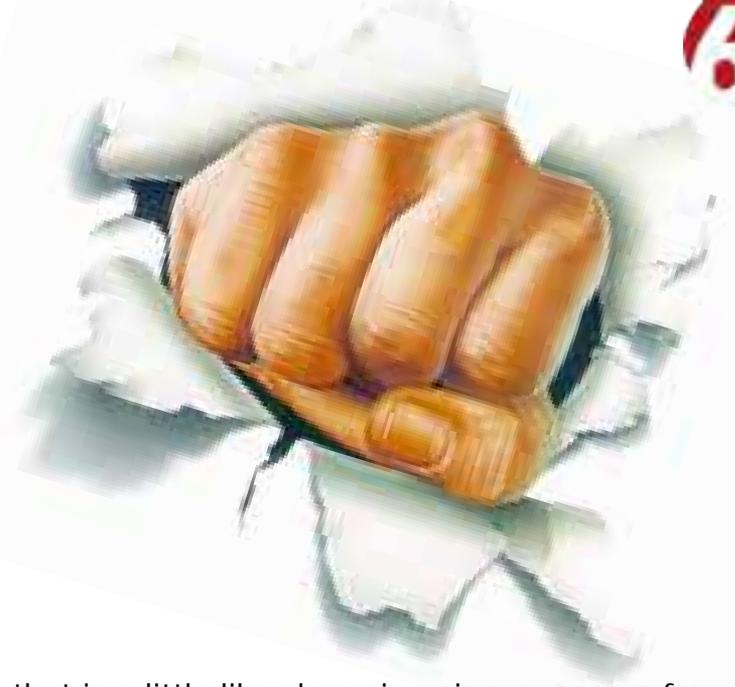
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PLEASE REMEMBER:

- If you want to apply for a role advertised on our website please follow the links to the relevant recruiter website on the advert to apply.
- Please do not send applications to IDPOA as unfortunately we cannot forward these on to employers or respond to individual applications.

BREAKING THROUGH



We at IDPOA have a confession to make – we have lost our way a little in the struggle to break the trainee DPO logjam.

It's not for want of trying, nor for a lack of ideas, passion and belief – but which way can we turn next? Captain Sandhu shared some of his views on the issue, but we would like to hear yours.

We know what is going on out there, the hundreds of emails we have received paint a depressing picture of talented, committed officers being let down by a system which simply does not have any means of embracing those that want to move forward.

So what now? How can we break through?

We have been criticised in the past by some fellows, as they are concerned that if we do indeed “break through”, then their jobs will be under threat. We simply cannot subscribe to this view – if anything a dearth of DPOs will make it far more likely that flag States do indeed create their own certificates, and then the “old guard” of experienced and senior DPOs may be washed away by a rising tide of locally qualified personnel.

As voiced earlier, industry should be very wary of any approaches which could remove the global consistency which the NI scheme has brought, however we have to recognise that any system which cannot feed enough new raw recruits through is doomed.

A profession which cannot replicate itself into the future is one which is doomed, and we have to do all possible to ensure that the next generation of DPOs are brought into the industry, and then supported and educated as they progress.

There is much debate across the IDPOA forum on this matter, and many believe that there is nothing that can be done. Many believe that problems of trainees gaining seetime are down to the oil exploration industry insisting on only fully certificated DPO's on their projects.

However, that is a little like slamming air passengers for only wanting experienced and qualified pilots to fly their planes. Of course they only want fully certified DPOs – but the shipping industry must explain why we need to train, to support and monitor trainees. As a result of the current industry view there are hundreds of people in limbo, as they cannot get the time at the desk to progress. No one will even talk to them without a full, completed DP certificate from the NI.

This is where shipowner's need to find the ways, means and will to more effectively train onboard, while finding ways of moving trainees through the system. When the shortage of DPOs begins to bite, we hope that those who have not done enough to anticipate the problems are held to account.

Many see IMCA as the great hope in the debate, but as Ian Giddings of IMCA has stressed, they are a membership organisation which is controlled by and for its members, Their position remains that, “member companies will select who they train as DPOs, often from their existing staff. Also it is not just about gaining DPO, it's about becoming a useful person within the company and that may mean further training for various roles and responsibilities on board”.

The reality remains that many shipowners employ only a core of permanent staff and make up the numbers with “casuals” filled by manning agencies from a pool of casual/freelance personnel.

This is simply not a sustainable model – as the pool withers and dries, there will be no “casuals” to take up the slack. Which in essence means that as the industry heads towards a real crisis point, and as professional people are alienated, ignored and sidelined, then we still cannot see a route to change.

The industry wants finished product, but there seems little will to find solutions to the seetime dilemma. Shipowners have to see the value in placing trainees onboard and in training them. Until then, what can anyone do? It would seem like the most sensible, simple message, “if you do not train people for the future, then you will have no future”.

The Competence Conundrum

Capt. KS Sandhu, an experienced DP lecturer has been sharing his vision on how shipowners can contribute to DP competence.

The real power behind any shipping company is its people and success of the company largely depends on their competence.

On DP ships, the DPO is a critical component on whom the success of operations and reputation of the company depend. Competence is vital, as the DPO role is critical due to the very nature of the its job and operations.

Incompetence of DP Operator can have serious implications on DP operations, ship safety and the safety of the structure where it is working. The DPO is almost a 'make or break' component of the company. Today it is this competence factor that is worrying the industry.

Continuity and availability of DPOs are another cause of concern. Good companies overcome this by offering attractive terms and conditions, pay and perk to their people. At present the availability is not bad, but the rate at which new DP units are being inducted worldwide, there is likely to be shortage in future and this may aggravate the problem. Stability though desirable is difficult to achieve as good DPOs are always seeking greener pastures and the companies cheaper options.

Good companies invest in their personnel but even they look for a readymade good DP Masters and DPOs. Many are less open to investing in the next generation of DPOs who may be less experienced. Opportunity plays a very important role in shaping

a DPO and thereby making him competent or incompetent. Personal aptitude does play an important role but good training and better opportunities can offset this to a great extent.

The industry needs to realize that being the end users of this manpower and biggest beneficiary; they have a big responsibility to provide them this opportunity. It is in their interest that they should look beyond NI training programme to develop skills of DPOs. Continued onboard training can be a win-win situation for everyone. Industry must willingly invest in this cause for a better future.

What Can Industry Do?

Importance of "On-the-Job" Training. The purpose of NI training programme, the basic as well as advanced course is to introduce the person to the concept of dynamic positioning and give him/her the basic theoretical and practical knowledge to understand and operate the system.

The maxim 'practice makes perfect' is very apt in the field of DP and there are no short cuts and substitutes for this very important requirement. It takes years for a person to become a confident and competent DPO. The requirement of "on-the-job" training therefore is extremely essential to give the required confidence to Jr DPOs and companies must encourage it.

Training on job on actual equipment and in operational environment under the supervision of seniors is a time tested training method. In the initial stages even watching seniors handling and operating DP system is of great

learning value. To achieve 'on-the-job' training advantage the ship owners should:

- Enroll 'Training DPOs' onboard in addition to qualified DPOs. This designation should continue till the person gets his DPO certificate. This way the company can groom the person from an early stage and have continuity later on.
- Give reasonable stipend to Training DPOs and assurance of a job later if found fit. This will give them openings onboard DP ships and a hope of being absorbed.
- Have equipment specific simulator onboard to give "fresh" DPOs a "hands on" opportunity for practical training.
- Monitor their progress and issue warnings if he/she is not shaping up. This will keep everyone involved in the training of juniors.

Onboard Training Schemes

The time spent onboard must be fruitfully utilized for proper training both for TDPOs and Junior DPOs. Companies should lay down the directives and guidelines in the form of 'Training Manual' and Masters should be made responsible for its compliance.

These initial years mould the Trg/ Jr DPOs onboard as they learn procedures and good DP practices. Well planned and implemented training programmes can be very rewarding. The owners can achieve this by implementing the following:

- TDPOs/Jr.DPOs should be made to practice on the training simulator and also given opportunity to practice actual DP handling and setting up

procedures (initially at 500 meters from platforms) by the Masters.

- Company should lay down different aspects of practical DP evolutions that the Trg/Jr DPO must complete under Master's supervision during a tour.
- TDPOs should be tasked to write 'Journal' on DP related topics which should cover DP system fitted onboard and its associated components like PMS, Reference Systems, Thrusters, Sensors etc. The Master should assess the journal and award points for each topic and forward performance report to the company.
- Provide training VCDs onboard (if and when available).

Encourage Masters to Share Knowledge & Experience

Knowledge increases by sharing and yet it is uncommon for Masters to pass on their wisdom to the juniors! The main reason for this normally is job insecurity, "I may lose my job if he becomes competent" syndrome! They want to remain indispensable for ever. What can be done by the company?

- Motivate Masters through directives, briefings and workshops.
- Introduce concept of 'Mentor or Guardian Master' for training Jr.DPOs.
- Get feedback from juniors and modify strategy as per these feedbacks.
- Encourage Masters with incentives who are 'good mentors'.

Advantages will be:

- Competent DPO will add to the comfort level of the Master and 'he can sleep peacefully'.
- 'Feel good' atmosphere on the bridge and promote better team work.
- Will improve safety and efficiency of DP operations and of the ship.
- Instill sense of pride and satisfaction for Master seeing the juniors shaping up as good DPOs.

Job Security to the Masters & Senior DPOs

Good companies don't like to lose experienced and competent Masters or DPOs. But some are willing to cut cost by hiring people at lower day rate at the cost of efficiency. This becomes a cause of job insecurity for good Masters and DPOs. But the industry must realize that such cost cutting can become unprofitable in the long run. A day's 'down time or off hire' of a DP vessel can cost the company dearly! The company should therefore have a robust retention policy, for this they can:

- Give competitive day rates
- Bonus at year end for continuous service (some companies give).
- Consider them 'on duty' from door to door (some good companies do that).
- Give incentives like medical insurance & free holiday package for continuity.
- Consider giving stock option in company's equity.
- Have honorable agreement (contract) between staff and company.
- Make onboard duty tour short and sweet eg. 4 weeks with equal off.

Reduce Monotony

"99% boredom 1% terror" is a very appropriate saying to describe 'DP watchkeeping'. It is perhaps the most monotonous job offshore with no easy solution. It's not so bad on DP Class I ships as onboard the PSVs, OSVs etc. the DP watchkeeping is only during cargo transfers which do not extend beyond few hours at a time. But on DP Class II & III ships and platforms the DPOs generally follow 12 hours on-off watchkeeping schedule which becomes extremely boring and monotonous. Though there are two DPOs in each watch, working in same locations for days together can become extremely monotonous.

To overcome this problem there are no 'out-of-the-box' solutions. Ship owners will have to implement some radical ideas like:

- Change in design of bridge to provide a more stimulating environment.
- System simulator as mentioned earlier will also help.
- Provision of CCTV monitor to give live picture of ongoing operations.
- Rotate DPOs to different types of DP ships/platforms, if possible. This will provide them some change by doing different type of operations at different locations.

Conclusion

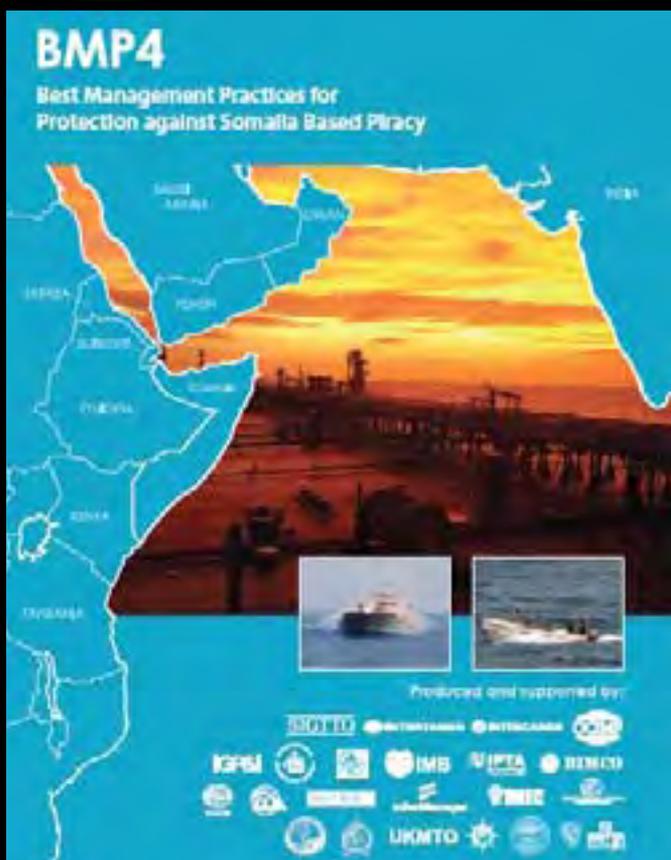
The problems of DP world are unique and only unique ideas can solve them. Ship owners can make great contribution in resolving these issues especially the issue of DPO's competence which is so very important. Being the end users they must understand that investment made for this cause will ultimately benefit them. If everyone only wants trained and competent DPOs then how is the new generation of DPOs going to get trained in a proper way? Competent DPOs can be produced by providing good training opportunities.

It is not possible to avoid attrition; some incompetent DPOs will remain in 'unwanted' list which has to be accepted, this is simple law of nature. Even the 'cat and mouse' chase between DPOs and the ship owners cannot be totally avoided but surely the aspect of stability can be improved. In order to develop a pool of good DP personnel the owners have to look beyond the 'balance sheets' and 'pure profits'. They need to spend on this aspect and rather than seeing it as 'expenditure' should consider it as an 'investment' for the future. Training of juniors should be included in the charter of duties of the Masters and the scrooge of monotony needs to be taken head-on. It has taken many a toll of good DP manpower and has no simple answer. Critical problems need bold decisions! We hope the DP industry will have the courage to make the right choice and believe in.....

"YES WE CAN" !!

STAYING ALIVE:

BEST MANAGEMENT PRACTICES 4



Prior to the distribution of the hard copies a pdf version can be downloaded at:
<http://goo.gl/bV9vR>

While an overview of the latest advice and of how it differs from past BMPs can be downloaded at: <http://goo.gl/n40C8>

After a long wait we have finally seen the roll out of the latest “Best Management Practices” (BMP) against piracy.

The shipping industry in consultation with the combined naval forces and a host of others have come together to create BMP4, spilling the beans about the best ways to avoid an extended vacation off some Somali beach.

The BMPs are essentially targeted at the operational staff onboard ship and contain fairly common sense and relatively straightforward to implement measures which will hopefully keep the Somali bogeymen at bay. The key element of the advice is that if pirates are unable to board a ship they cannot hijack it. This basic premise underlines the BMPs – and there are a range of new sections and new features, such as ballistic protection and citadels. The advice also covers the widening range of pirates and their increased use of motherships.

Alas, just as with the previous 3 incarnations, too many vessels will not adequately adopt or follow the guidance. They may be a little bit of a pain, but in the main following BMPs makes ships safer, and they are less likely to be attacked and if they are, then they are far better equipped to deal with the pirates.

The guidance is based on lessons learned and experience, so they are regularly updated and revised.

The latest version, BMP4, has recently been released online with hardcopies in the form of a pocket-sized booklet, which includes illustrations and a small chart of the region, to follow soon.

The shipping industry and partner organisations are working hard to ensure that as many shipping companies as possible distribute it to their vessels and personnel. So that BMPs can be followed and implemented as a tool for counter piracy by those Masters and crews during transit through the High Risk Areas.

Make sure your company is distributing them and if you are on a ship and haven't yet received your copy, make some noise!

Dynamic Positioning News



ASET International Oil & Gas Training Academy are the latest training providers to become members of IDPOA.

Awholly owned subsidiary company of Aberdeen College, and is acknowledged worldwide as a specialist training provider within the Oil, Gas, Marine, Electrical, Transportation and Health & Safety industries.

ASET offer both Dynamic Positioning Induction/basic and Simulator/advanced courses.

www.aset.co.uk

To better support the large Greek fleet, Kongsberg Maritime now has opened office in the port of Piraeus. Kongsberg Maritime Hellas SA was established on June 2nd 2011, and became operational on September 1st.

Kongsberg Maritime Hellas has 14 staff, and combines customer support and sales from the same location in the port of Piraeus. It will perform service in the local area and in southern Europe.

www.km.kongsberg.com



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Navis Engineering to deliver DP system for Aura II

Finnish dynamic positioning system developer Navis Engineering has won a contract from STX Finland Oy to supply its NavDP4000 DP technology to Aura II, currently under construction in Turku, Finland and due for delivery in 2012.

Aura II is a multi-purpose dry cargo ship and Baltic Sea oil recovery vessel that will be deployed by Meriaura Ltd, the Finnish provider of sea transport services for industrial products and general cargo.

It is the first commercial vessel to run entirely on liquid bio-fuels and will be equipped with the Navis DP1 class system, meeting Bureau Veritas DYNAPOS AM/AT class notation requirements.

The NavDP4000 is the latest of Navis' DP systems, combining elements of the previous version, Navis IVCS, with latest technology. The system is based on touch-screen operation, allowing fast access to all system functions and fewer buttons on the main control panel.

It features a new intelligent and flexible power management system, providing high speed dynamic positioning reaction to switching-on external power consumers. This protects the user from power blackout failure and reduces power consumption.

One of the other key features of Navis' DP systems is the Thrust Ability Diagram, which in real-time mode shows all possible combinations of control forces in the surge and sway axes for a given value of the rotational control moment and thruster availability and/or allowed power load.

Navis has delivered more than 350 dynamic positioning systems since launching its first DP system a decade ago.

First Chinese language DP system from Navis

Finnish dynamic positioning systems manufacturer Navis Engineering has launched a Chinese language version of its NavDP4000 dynamic positioning system graphic user interface (GUI).

The step has been taken in support of the increasing sales of Navis Engineering in China. Navis Engineering believes that the move will make a significant contribution to improving the safety of DP operations onboard the growing fleet of Chinese-flagged offshore vessels manned with Chinese-speaking crew.

As well as the GUI, the NavDP4000's voice alarms that the company believes represent a unique feature in the DP system market have been translated into Chinese, further enhancing safety.

"Ever since we started working closely with Chinese shipyards in 2008, we have been aware of a problem of interaction with shipyard engineers on technical issues," said Vladimir Antonenko, Project Director, Navis Engineering "It has been an issue of language alone. We came to realize that this was a market reality that had to be accepted: the majority of shipyard staff and the crew of vessels under the flag of China are Chinese-speaking only and we had to adapt to this situation. Developing a Chinese language version of our DP GUI made perfect sense."

Recent deliveries of the NavDP4000 to Chinese ship owners include a DP1 system installed on a suction hopper dredger ordered by CCCC Tianjin Dredging, DP1 systems for a series of 77 m long AHTS built at Zhejiang Jiantiao Shipyard and a DP1 system for a heavy lift vessel built at CCCC Bomesc Marine Industry Co., Ltd.

Navis Engineering has a branch office located in Shanghai.



FORECAST DEMAND

OCTOPUS has featured in previous editions of 6degrees, and we are pleased to report that interest in the DP Capability Forecast software has far exceeded Amarcon's expectations

Amarcon's OCTOPUS-DP Capability forecast for efficient offshore DP operations gives offshore vessels the possibility to make optimum use of a safe time window for their weather-sensitive operations.

The first installation of the OCTOPUS-DP Capability forecast software was performed on the LNG Carriers Suez Neptune and Suez Cape Ann, in order to facilitate a safe time window so that the vessels LNG can safely be discharged.

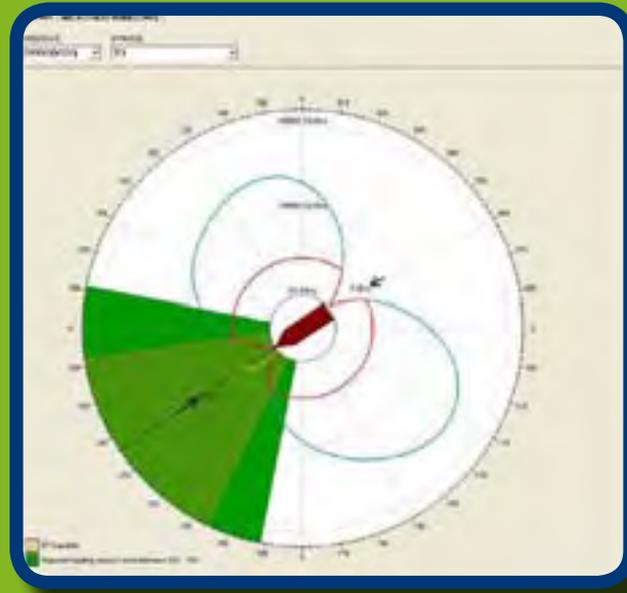
Where traditional DP systems try to keep the vessels position, OCTOPUS-DP takes it one step further. A forecast is given if the vessel is capable of maintaining her position and heading in changing environmental and weather conditions, hours and days ahead. This forecast is presented in a clear time window, so that the crew can easily see if the offshore operation can be executed, and under which heading this can be done.

The OCTOPUS-DP Capability forecast software can be installed as an add-on on any vessel which already is equipped with a DP-system. Typical installation time is only one day, for new builds and ships in operation.

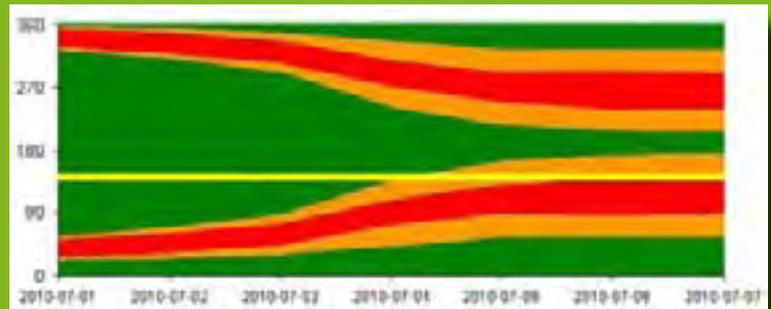
The applicability of the product should be seen in a broad context. In 2011 various Heavy Lift shipping companies and offshore contractors have shown interest in the state of the art DP Forecast functionality, thus leading to several orders for the product.

"This means a great deal to us," says Amarcon's managing director Leon Adegeest. "It is good to see that very diverse companies within the shipping industry acknowledge the relevance of the product for their day-to-day business."

Earlier this year, Fred Olsen Windcarrier purchased the DP Capability forecast function for offshore windmill installations. Second in line was the order from Harren & Partner, just a few months ago. The OCTOPUS-DP Capability forecast shall be installed on three of their multipurpose heavy lift vessels. Last in line is Sal Heavy Lift Shipping, which also ordered the functionality for one her multipurpose heavy lift vessels, this way the above mentioned companies will be able to plan offshore operations very accurately, using the valuable time windows as efficient as possible.



DP Polar Plot:
The red section shows the vessels DP Capability under a required heading.



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.



Crew Resource Management Meets Dynamic Positioning

Aside from the moves to place DP into PartB, the Manila Conference of 2010 examined a number of revisions to STCW. According to WrightWay Training, the most notable shift in emphasis, came in placing Crew Resource Management and training in the 'essential' rather than its previous 'desirable' category.

The descriptor for this training is leadership and management and there is presently a huge amount of work underway by licensing bodies, the IMO and training organisations to establish the precise scope and range of this training and at what skill and professional levels it should be focused.

Crew Resource Management Training has its origins in the aviation industry and has been a mandated part of an aviator's training for some thirty years. Accident investigations revealed that it was no longer a mechanical breakdown or structural failure that was to blame for a disaster or accident but rather a failure of the individual and that over 70% of these accidents were attributable to Human Factors.

The training is designed to mitigate the effects of simply being human and has attracted a number of different labels depending on the industry and environment. However, in essence the training encourages individuals to examine their relationship with fellow professionals and their working environment to identify areas of potential risk and establish both individual and collective procedures and processes to mitigate that risk.

In the Marine industry, the absence of a mandated obligation to conduct such training has hindered its

widespread adoption. However, some enlightened companies have identified that the final cost of a simple preventable human error can far exceed the resources expended in ensuring the error does not arise in the first place.

In common with many industries, DP operations place a heavy reliance on the ability of well-trained professionals to work together in hostile operating environments, often with conflicting areas of concern. For example, marrying the essential needs of a saturation diver working many fathoms beneath the vessel, with the multi faceted operations taking place onboard requires co-operation, communication and mutual understanding of the highest order.

Developing the high levels of cohesiveness required in these situations is not easy and investigations of incidents and accidents often highlight that Human Factors, including ineffective communication and poor training, are significant influences on a potentially catastrophic outcome.

For example, in 2007 the 300 metre long container vessel 'Cosco Busan' collided with the San Francisco Bay Bridge whilst leaving harbour in fog. The subsequent repairs, fines, compensation for environmental damage and closure of fishing grounds came to \$100m. The financial consequences of just a simple lapse by a fatigued or overworked operator are potentially ruinous to a company, let alone the risks to the individuals working alongside him.

In all industries, those companies who have introduced Human Factors training programmes

have seen accident rates drop and in a historically sceptical and conservative industry, Human Factors training has been well received by companies, crew managers and the individuals themselves.

The pattern of training is broadly similar irrespective of which training provider is chosen, stemming as it does from the aviation example.

However, there can and should be shifts in emphasis to meet a client's or section of the industry's particular needs or aims and to accommodate different vessels or operating procedures. So for example, a DP diving operation close to an installation, involving subsea construction and the use of vessel crane, can involve no less than nine separate centres of communication.

For this reason it is likely that the training would concentrate heavily on areas such as closed loop communications, situational awareness and management style.

In all cases, close liaison and communication beforehand, ensures that the training provider produces what the client both expects and requires.

The increasing availability of high quality simulators around the world now provides far greater opportunities for crews to put the classroom theory into operational practice.

Initially most delegates, being experienced seafarers, view the course with some cynicism but once they become confident in the non-assessed learning environment, where sharing experiences, success and failures with fellow delegates is



expected and encouraged, they soon relax and derive maximum benefit. However, all delegates face a far greater challenge when returning to sea in that it is reasonably easy to display appropriate behaviours in the relative comfort of a simulator but far harder to maintain these skills in the demanding environment at sea.

Shore based training is just one part of the whole picture and must be reinforced in word and deed by superintendents, managers and other, predominantly shore based, personnel. To do this they must also be equipped to recognise, integrate and mentor appropriate Human Factors related activity in the workplace. Maintaining the requisite high levels of integration required in DP operations is a constant process and continuation training that is relevant to the operation is essential.

It is here that the companies' own procedures and management systems can support their crews in maintaining high standards of non-technical skills. Human Factors training focuses on personal awareness and the ability to recognise individual errors and failings that could have hazardous consequences. It is also incumbent on the individual to share potential pitfalls with others so that they can take preventative action. However, this requires an environment where being open and honest about mistakes made is actively encouraged.

The "Just Culture" as espoused by industrial psychologists, is based on the premise that no one starts a shift with the deliberate intention of making a mistake and that blaming an individual for simply being human will not prevent another similar occurrence. Energies should be expended on examining what structural, procedural and environmental factors exposed the human frailties that led to the incident or accident.

This is especially important in high

workload environments, such as DP diving operations, where greater reliance is placed on technologies. Consistently more reliable, efficient and therefore cheaper, lean-manned ships may not have procedures and processes that double-check the accuracy of technologically driven decisions. As a consequence there have been groundings, collisions and catastrophes that have been technologically assisted. Sharing 'near misses' with others raises awareness of some of these inherent perils and a Just Culture ensures timely dissemination of lessons learned without undue censure to the individuals concerned.

Eventually a mutually supportive climate evolves whereby an individual is empowered to suggest changes, ideas and innovations to the management team in the confidence that they and their ideas will be treated with respect.

Success can be measured by the degree these ideas and innovations are accepted and embraced by the senior management team and recognised by them to be great opportunities to improve the safety and business performance of the company. When this is the case, and the submitting of such ideas is no longer interpreted as a slight on the senior management team's abilities, it is possible to develop a shared vision of the enterprise.

The ultimate aim should be for the workforce to own and implement the solutions for themselves and achieving 'One Team, One Goal', not only in individual departments and vessels, but also in the wider context of the entire company.

One company that has taken huge steps in this regard is BC Ferries of Canada. By taking the principles of Human Factors training to a corporate level they were able to draw on the experiences and insights of the entire workforce.

This process of workforce involvement has yielded significant improvement to the bottom line as

well as generating benefits to the wellbeing of the workforce itself. In one year alone there was a saving of \$7m on the annual fuel bill and in addition a 26% drop in days off due to injury, with the consequent reduction in overtime payments and roster disruption.

This example provides support for the findings of the July 2009 McLeod report to the UK Government which concluded that companies achieving high levels of workforce involvement had a 27% higher profitability and a 19.2% improvement in operating income. Equally the reductions in staff turnover and associated training costs cannot be underestimated.

So, although the changes to STCW may, on initial examination, appear to be another example of excessive bureaucratic interference or "elf and safety" gone mad; even if it is only integrated at its lowest mandated level it will still prevent accidents and save money.

However, if Human Factors derived processes and culture are embraced in its fullest evolution of workforce involvement, the opportunity to ensure all members of the workforce return home to their loved ones in one piece while simultaneously generating significant savings and boosting profitability for a relatively small financial investment, cannot be easily ignored.

Perhaps viewing the rewrite to STCW as the portal to world class safety and business excellence will be the first step in your organisation's journey.

CAPTAIN JOHN WRIGHT
Captain John Wright is founder and managing director of WrightWay Training, which he established in 2000. WrightWay has a team of expert consultants with a broad range of skills and experience from many industry sectors including aviation, shipping, construction, oil and gas, nuclear, manufacturing and defence.

WrightWay's innovative training courses have applications not only in shipping but in a diverse range of industry sectors.

SHIP to SURE



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



iPhone4S

We wrote a wonderfully, breathy and excited piece here all about the imminent launch of the iPhone5...we gasped at its beauty, speed, power.

Then what happened? The big Apple announcement was for a slightly improved iPhone4...it is hard to get excited about the "S", but I suppose we should if only for the memory of Steve Jobs.

We will save the full review for next time - but for now you will be able to text by talking, take slightly better pictures faster and you will always know where you are with a new GPS setting.

Even we are struggling to get too excited - but if that sounds cool see apple.com for a more ebullient view of their new toy. RIP Steve.

Sony Tablet S

It has taken two years for Sony to enter the tablet market, and in that time everyone from Apple to Z has had a bite at the market. Some good, some great, some so bad they could make you want to take a tablet.

To launch into this crowded marketplace, Sony had to release something different, and with the Sony Tablet S and the forthcoming Tablet P, that's exactly what its done.

The Sony Tablet S is a curvaceous, wedge-shaped tablet, which looks as if it has been folded out of a single piece of textured black plastic. By all accounts its a good attempt, but will it be good enough?



Call of Duty Modern Warfare 3

Modern Warfare 3 is the latest addition to the Call of Duty series, and it's set to be one of the biggest launches of the year.

You like the sea...heck you spend enough time on it. Well in CODMW3 you will be fighting on it too. You'll face some of your battles as part of a Seal team, swimming in and under water around Manhattan. The eery quietness is broken by breathing equipment and radio commentary, but it all adds up to an incredibly tense and atmospheric part of the game.

It's set to launch in Europe – on the PC, Xbox 360 and Sony PS3 – on November 8th, just a shame they haven't taken us out into the Indian Ocean to mess them pirates up! "yippee kayee..."



What's On Guide

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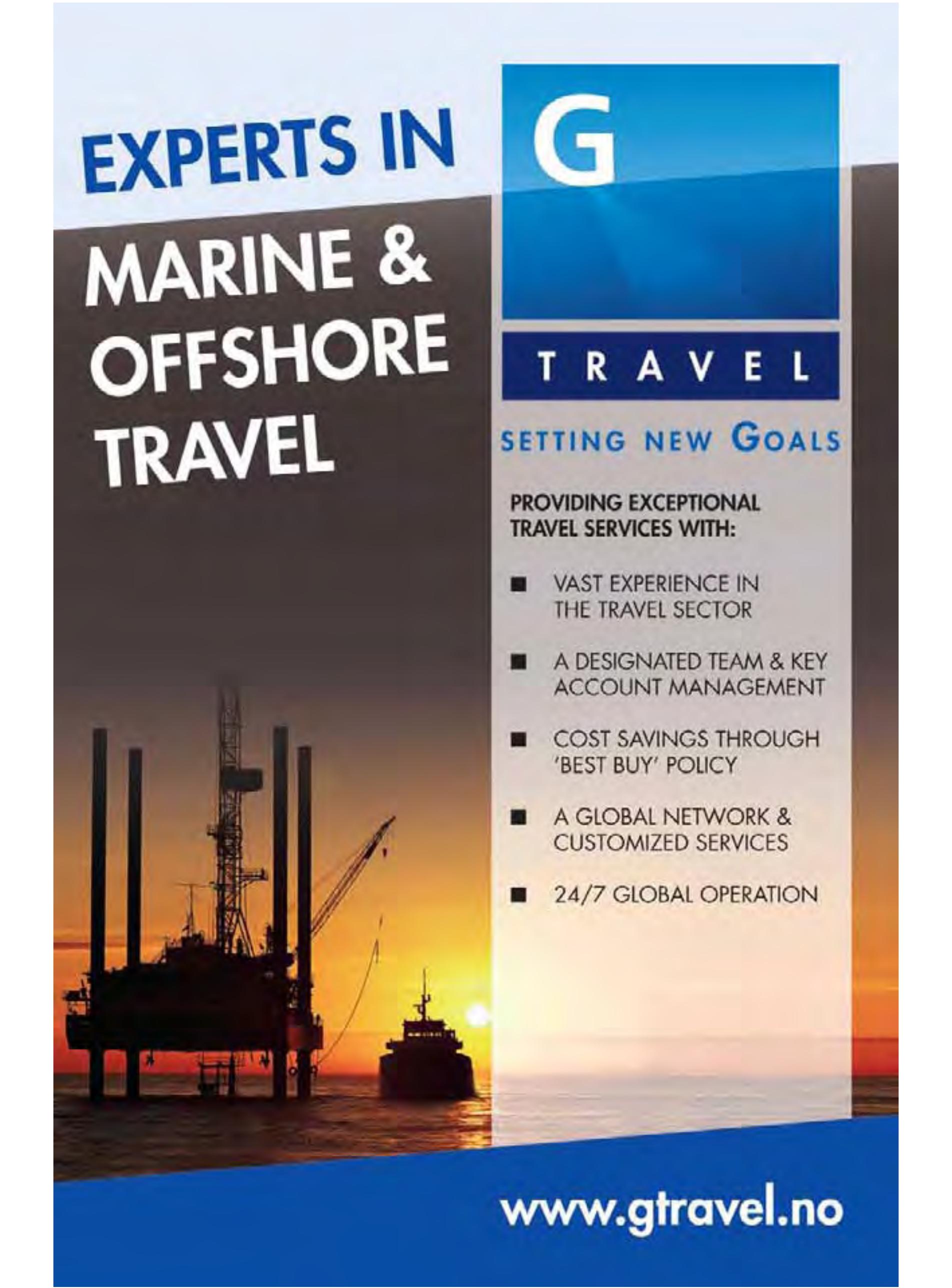
<http://www.neoventurecorp.com/oc/sea/>



World Meet of
The Oil & Gas Industry in India
8-11 February 2012
Bombay Exhibition Centre, NSE Complex, Goregaon, Mumbai, India

<http://www.chemtech-online.com/events/oceantex/conferences.html>

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The background of the entire page is a photograph of an offshore oil rig at sunset. The rig is silhouetted against a bright orange and yellow sky. The sun is low on the horizon, creating a strong glow. The rig's structure, including its derrick and support legs, is clearly visible. The water in the foreground is dark, reflecting the light from the sky.

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