

Beware the 21st century pirates

IMCA's advice on cyber security



CORE PAGE 4

Extending our international reach

EVENTS PAGE 12

IMCA on the Indonesian map

WORLD-WIDE PAGE 15

Breaking riser boundaries in Brazil

PROJECTS PAGE 20

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President's Welcome

While the fall in the oil price dominates the headlines, it is vital neither IMCA members nor the industry lose sight of the need to stay focused on safety.

Other recent global news has included cyber security, vividly highlighted by the problems Sony have experienced, and more disturbingly the Pentagon. The issue has been emphasised by the US Government tagging this as one of the most serious economic and national security challenges the nation faces – and we address it here to increase awareness of the threat and how to tackle it. Members need to be taking action and have plans in place to deal with cyber security *now*.

2015 will be a milestone year for CMID, with issue 9 and the accreditation process due to launch, combined with a multi format App. This will support and simplify the process, reporting and data collection.

The new air diving supervisor exam is now up and running, and the ROV Training Steering Group

has had its first meeting to address the ROV personnel shortage.

Personnel changes are to the fore at IMCA. Andy Goldsmith is now in place as Ian Giddings' replacement – see page 16 for an in depth look at his background and experience. We have also just had the news that Technical Director Jane Bugler will retire at the end of

June after 18 years of outstanding work and service to the industry. The search for a new Technical Director has started and we are aiming for a long handover. Look out for more on this in the next issue.



Massimo Fontolan
IMCA President

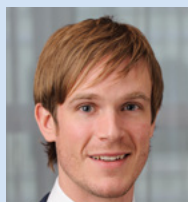
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Making Waves is published quarterly to promote knowledge of matters affecting the offshore, marine and underwater engineering industry.

Ideas for articles of potential interest to a wide cross section of our members are welcome.

The views expressed on these pages are those of their respective authors and do not necessarily reflect the policies or positions of IMCA itself.

Send your contributions and ideas to chris.freer@imca-int.com

For details about advertising opportunities in Making Waves, please contact Paul Hopper at Ashridge Communications.
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IMCA extends international reach

With 50% of our membership based outside of Europe & Africa, IMCA's two latest hires, Regional Directors in Asia and Australia & New Zealand, are the latest step to helping us be more responsive to local needs and international in our reach.

As IMCA Chief Executive, Chris Charman, explains: "It makes sense to have people who are well respected and knowledgeable on the ground in these important regions to provide a constant presence for IMCA, to work with our existing members and with stakeholders including regulatory authorities."

"These two appointments come as the result of developing our Vision & Strategy – we agreed to establish focal points in key regions. We are hoping to appoint somebody in a similar role in Houston, USA too."

Senior experience

Our new Regional Director – Asia-Pacific, Denis Welch (left), has had a varied marine career, including roles as CEO of IHC Asia-Pacific, Mermaid Maritime and Drydocks World South East Asia. He is an elected member of the American Bureau of Shipping, and a member of the DNV GL and ABS Southeast Asia committees.



He was introduced to us via a senior member in Singapore and we had the opportunity to see him in action at a couple of events. He has been engaged on a part time basis, giving us access to his extensive high level network in the offshore sector across the region, plus cost effective 'eyes and ears' on the ground – with the ability to focus on and represent IMCA at events we would not normally be able to attend.

Trusted IMCA history

Regional Director – Australia & New Zealand, Andy Bolton (right), is well known to Asia-Pacific members already, having worked for Technip and been the section chairman for many years. His 35 year marine oil and gas background encompasses time with Brown & Root, Wharton Williams and Stena Offshore, as well as Technip.

He is making himself available to us on an 'as required' basis, in order that we have a highly experienced and 'IMCA wise' individual



Two big IMCA anniversaries

There are two significant milestones for IMCA to start 2015. In January, Technical Adviser Nick Hough celebrated his 10 year anniversary with the secretariat. In his time here his role has developed considerably and he is now responsible for, among other things, IMCA's safety flashes and statistics, and the output of much of the Safety Environment & Legislation (SEL) Core Committee's and Offshore Survey Division's publications and work programmes.

In April it is IMCA's birthday! It will be 20 years since AODC and DPVOA merged to form IMCA, providing a voice around the world to improve performance in the marine contracting industry. A reception will be held in London on 19 May to mark the occasion.

in the ANZ region. His main brief is to keep an eye out for issues affecting the membership, and to be available to assist by representing IMCA and our members at important events in the area. He can deliver this for us in an economic manner, allowing more frequent and wider involvement than we could otherwise achieve.

Documents update

You'll find details below of all the recent publications we've been working on. These have been published since the previous issue of *Making Waves*. We've also given a short overview of the safety flashes and highlighted just a few of the important information notes. The full listing is available on our website by navigating to the relevant divisional page or by using the search function.

PUBLICATIONS

IMCA – *General contracting principles*

IMCA SEL 037, IMCA M 226 – *Security measures and emergency response guidance*

IMCA S 001 – *IMCA survey work contracting principles*

IMCA R 007 – *IMCA ROV services contracting principles*

SAFETY FLASHES

Since the previous issue of *Making Waves*, IMCA has issued two safety flashes covering 11 incidents. These included a fire in the wheelhouse of a small vessel, failures of chains and rigging, an incident involving failure of helicopter refuelling equipment, and house-keeping issues – disposal of flammable substances. Dropped objects remain something that members might profitably continue to address. We also issued the first of our new DP safety flashes.

INFORMATION NOTES

DIVING: D 15/14 – Guidance on the use of IMCA D 052 to meet the requirements set out in OGP 478 – *Performance of saturation diving emergency hyperbaric evacuation and recovery*

MARINE & SEL: M & SEL 14/14 – Draft US regulations on dynamic positioning (DP)

DIVING: D 04/15 – The fitting of isolation valves and diffusers to trunkings on saturation diving systems

All the latest documents from IMCA are available online at www.imca-int.com

Changing faces

In November 2014 we welcomed Ryan Foley to the team.

He replaces Gordon Kelly as IMCA's IT Support Administrator and is responsible for all of IMCA's internal IT systems and support, as well as maintaining our website and CMID database. He comes from a similar all-round IT background including systems administration and IT support for an international health and safety consultancy.

In February Membership Co-ordinator Michelle Killington returned from maternity leave, meaning we had to say goodbye to Karuna Bhana, who covered the position in Michelle's absence. Karuna continues her travels and we wish her all the best for the future.



Ian: one Moore thank you

On 8 January, colleagues, friends and family joined retiring IMCA Technical Adviser, Ian Giddings, for drinks on board the HQS Wellington to thank him for his considerable work on dynamic positioning (DP) issues and to wish him the best for the future.

When Ian joined IMCA in 2006 his role was to provide support on DP issues, an area in which he was a recognised authority. During his time here he became an acknowledged and respected world-wide expert. Offshore Support Journal recently identified him as one of the fifty most influential people in the offshore industry for the pivotal role he has played in framing guidance issued by IMCA on DP and related subjects, calling him the industry's 'go-to' man for expertise on DP.

At the secretariat we have appreciated his dry sense of humour and his eclectic taste in music. As for retirement – we expect he will enjoy coming up to London to support 'the Hammers' and following his interests in genealogy, astronomy, reading, writing, and listening to music, particularly the Blues. We all wish him the very best.



Ian is presented with a signed photo of Bobby Moore, which completes his '1966 West Ham World Cup winners collection', at his retirement drinks.

See the interview with our new DP specialist, Andy Goldsmith on page 16

Welcome to our new members

IMCA is pleased to welcome the following new members (from 8 October 2014 – 22 January 2015)

- Apache Energy
- Arena Ship Management Services Pte Ltd
- Ashtead Technology Ltd
- Atlas Knowledge
- Azimarine & General Services Ltd
- Barry Rogliano Salles
- COOEC Subsea Technology Co., Ltd
- Crosby Europe NV
- Dolphin Dive Academy
- DP & Marine Assurance Norway AS
- Far Frontier Energy Services
- FP Marine Risks
- HPR (UK) Ltd
- HPR ROV Ltd
- IES Energy Marine Sdn Bhd
- Leong Siew Weng Engineering Pte Ltd
- MJM Offshore Limited
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- Seahealth Denmark
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- Synergy Survey Consultants Sendirian Berhad
- TAG Diving Services
- Talasco Marine Sdn Bhd
- Tilone Subsea Limited
- Total Consult AS
- Unique Maritime Group Pte Ltd
- Volstad Management AS

Seadrift Offshore Limited

Seadrift Offshore Limited are in the final stages of commissioning their brand new mobile umbilical testing facility. Managing Director, Julian Askew, describes how the unit is, "housed in a 20 foot open sided shipping container so all testing can be monitored by the operator. The self contained prototype unit, which is PLC controlled to enable consistent test results, has a maximum SWL of 100 Te, with other options available up to 600 Te. The unit can be programmed to repeat and duplicate offshore worksite failures if required."

TAG Diving Services

TAG is a Durban based commercial diving company. Director Gary Scouler tells us how since starting in 2012, "TAG have tried to close the safety mitigation gap which still exists between offshore and onshore projects. It is, however, good to see a growing acceptance towards a common standard for safely getting a diver into and out of the water. We view the platform IMCA provides as hugely beneficial in supporting the motto, 'divers to come home with ten fingers and ten toes' and look forward to promoting client knowledge of the association."

DP & Marine Assurance Norway AS

DP & Marine Assurance Norway AS was founded by Managing Director Peter Solvang in October 2014, and is based in Bergen. With many years' experience gained within the established DP practitioners, Peter aims to continue providing his clients with top-end quality DP & marine assurance services.

You can find links to the websites of all our members, old and new, at www.imca-int.com/membership/membership-directory

New vice-pair to tackle competence agenda

With competence becoming a hotter topic than ever before, IMCA's Competence & Training (C&T) Core Committee has made a move to change its structure making it even more representative of our members' dynamics and ready to tackle the issues with its bumper work load in 2015.

The C&T Core Committee is pleased to announce not only one new Vice-Chairman but two! Gary McKenzie (pictured left) from Bibby Offshore and Steve Benzie (right) from i-Tech⁷ will share the role. Gavin Smith (centre), Offshore Learning and Development Manager of Subsea 7 and Chairman of the committee explains: "We identified a need to strengthen the decision making at the top of the committee and at the same time spread the responsibilities of the Vice-Chairman role. Having two, such experienced professionals supporting the C&T work programme is a major boost and one we'll need for the year ahead. It is a first in terms of an IMCA committee adopting such an approach."

Plans and events

In 2015 the committee will progress with its action plan to put forward a proposal for the development of an IMCA Competence



Management System (CMS) accreditation scheme. Other key projects will include work on:

- Course mapping and recognition;
- A review of the careers materials;
- Additional roles to be published online on the offshore project and supporting roles group of disciplines;
- The publication of a new document: C 017 – *Guidance on competence assurance and assessment: marine roles for small workboat crews*;
- The revision of C 014 – *Guidance on the use of simulators*, which will include a new ROV simulator training framework.

And it doesn't stop there: the C&T Committee will be providing its input to two more initiatives to deliver improvements to the industry. These are in the field of ROV

"IMCA competence events are really beneficial: useful information is communicated, experiences are shared and people are brought together."

CINTHYA LOPES

Kongsberg Maritime Training do Brasil
IMCA C&T Core Committee member

personnel training and career progression – see the article on page 17 about IMCA's ROV Training Steering Group – and vessel assurance – see the feature on page 20 about the changes coming to vessel inspection accreditation.

In addition to this the committee will be hosting regional seminars to address local competence and training issues. The first of these took place in Macaé, Brazil on 27 January. The next event will take place in Mumbai, India on 21 April and another will follow in Houston, USA on 18 June.

IMCA gets animated about safety

A new video titled *In the line of fire*, shared with us by one of our members, is available on the IMCA website. It examines some of the dangers associated with the trajectories of moving objects, particularly when at sea, and differs from previous IMCA DVDs as it is a computer generated animation.

This style of animation, which can portray real life incidents in a cost effective and timely way, will also be used in our next piece of video guidance, entitled *Mooring*



safety. The video comes thanks to calls to the Safety Environment & Legislation (SEL) Committee from members in the Middle East and elsewhere for easy to understand video guidance on mooring safety, especially for crews whose first language is not English. We hope the video will be ready and available during Q1 or early Q2 of 2015.

Call for safety statistics

A reminder to IMCA contractor members to submit your safety and environment statistics to us for the preparation of the finished report. The information you provide is kept confidential and will be used to provide an important insight into performance of our members in the areas of health, safety and environment.

If you have questions, concerns or wish to contribute to the report email: nick.hough@imca-int.com

IMO Update



Images: Kongsberg Maritime

IMCA submits 645 proposals

The review of the IMO Guidelines for vessels with dynamic positioning systems (MSC/Circ.645) will start in March 2015. IMCA has now submitted its proposals for amendments to clarify the intent of the original guidelines and reflect changes in technology and industry

practice, such as the use of Failure Modes and Effects Analysis (FMEAs). The IMCA proposals were developed by an internal workgroup, with input from governments and other industry organisations, and have already received wide support.

Weigh forward for containers



New regulations on container weighing will apply from 1 July 2016 and although the new requirement does not apply to 'offshore' containers, standard ISO containers must have their weight verified and documented before they can be accepted for loading onto a vessel.

Companies transporting equipment offshore in standard containers may need to amend their procedures to ensure appropriate shipping documents can be provided to the vessel before loading, as use of the crane load indicator to identify the weight will no longer be sufficient.

Testing the atmosphere

IMO has adopted a new regulation on atmosphere testing instruments for enclosed spaces. From 1 July 2016 all ships will be required to carry an appropriate portable atmosphere testing instrument or instruments capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide, prior to entry into enclosed spaces.

IMCA lifts IMO submission

IMCA has co-sponsored a submission encouraging IMO to focus on strengthening safety management systems, which appear to be the root cause of most lifting appliance incidents, rather than imposing new wide ranging regulations for all lifting appliances. Discussions continue in March 2015.

Personnel discussions

IMCA has been assisting in the development of an IMO definition of Industrial Personnel and guidance on the conditions under which more than 12 Industrial Personnel who are not working on board can be carried on cargo ships, rather than having to be treated as passengers. This could facilitate Walk to Work operations in the oil and gas sector, in addition to crew transfer for windfarm projects. A recent round of discussions took place in February 2015.

New DP rules for US

The US Coast Guard's draft dynamic positioning (DP) regulations are out for public consultation and IMCA is currently gathering feedback from its members to develop its response.

The proposed rules would apply to DP systems on US and non-US flagged offshore support vessels (OSVs) and mobile offshore drilling units (MODUs) on the US outer continental shelf, and include standards on DP system design and operation, as well as manning, training and watchkeeping.

After a lively discussion on the proposals at the IMCA Central & North America section meeting in January, detailed comments are being developed through an IMCA workgroup, with input from the Marine Division Management Committee, to try to ensure IMCA members' extensive DP experience helps inform the final US regulations.

For more information on IMO and regulatory issues, contact emily.comyn@imca-int.com



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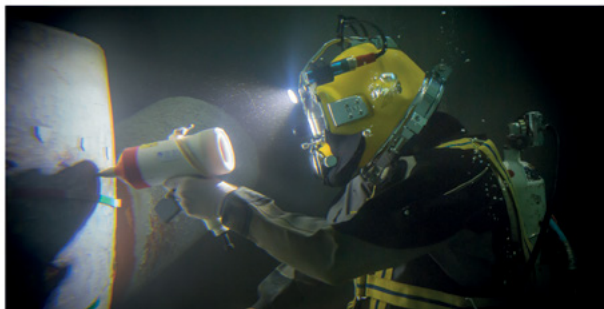


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BEWARE THE 21ST CENTURY PIRATES

IMCA's advice on cyber security

Cyber security – the protection of valuable intellectual property and business information in digital form against theft and misuse – is an increasingly critical management issue. The US government has identified cyber security as 'one of the most serious economic and national security challenges we face as a nation'.

Cyber security is the name for information technology (IT) security, focusing on the information that is at risk through electronic and Ethernet systems and suggests a more strategic implication for governments and corporate bodies. It is an issue which has certainly moved up the media agenda since the Sony Pictures hack and the Pentagon's own Twitter account was compromised. And it is being taken extremely seriously by the American government with US President Barack Obama unveiling proposals in January to strengthen cyber security laws following the spate of attacks against high-profile US targets.

The UK government takes it seriously too, as do other governments around the world. The UK government Cabinet Office says on its website: "The [UK] National Security Strategy categorised cyber-attacks as a Tier One threat to national security, alongside international terrorism. The threat to our national security from cyber-attacks is real and growing. Terrorists, rogue states and cyber criminals are among those targeting computer systems in the UK."



There's no denying the world's dependence on IT for the conduct of trade and commerce, and with access to the world-wide web remaining largely unrestricted there is an almost inevitable risk of sensitive information being lost or stolen. So, national governments are concerned. How relevant is it to our industry? How worried should our member companies be?

Man in the know

IMCA's Technical Adviser Chris Baldwin is just the man to answer that question. As he explains: "Having spent a considerable period of my life working in the Royal Navy and UK Ministry of Defence, my training and experience in security processes for both the physical and electronic protection of information has been quite extensive.

"Now, working as a civilian, I see that there is a considerable risk of gaps in corporate IT security plans to be exploited by those with

CYBER SECURITY GRABS RECENT HEADLINES

- President Obama unveils cyber security proposals: 'Cyber threats are an urgent and growing danger'
- FBI recruiting tech specialists for cyber security jobs
- Global cyber security market worth \$155.74 billion by 2019
- David Cameron and Barack Obama will discuss new crackdowns on cyber threats when they hold talks in Washington
- The UK and US are to carry out 'war game' cyber attacks on each other

Continued on page 10

BEWARE THE 21ST CENTURY PIRATES

Continued

ill intent. The marine industry has a growing reliance on IT systems in almost every strand of activity, and the potential harm posed by both amateur and professional hackers as well as malicious virus attackers is considerable.

"IMCA members deal with some of the largest and most technically complex projects in the world, many worth millions of dollars. It is surprising that in some areas, protection of sensitive or potentially valuable information held on IT systems doesn't appear to attract the same level of protection afforded to the physical security of capital assets and property.

"IMCA's strategic aims include 'developing and sharing good industry practice'. As part of this, I believe we must recognise that members' security measures need to incorporate the protection systems to keep their own and their business partners' information safe and secure. Think of the staggering amount of information that is generated, stored, transferred and forwarded to an ever-increasing address list in the client-contractor-service and equipment supplier-regulator relationship to see the enormity of the issue.

"Inevitably some of this information will be of value to competitors, pressure groups, political lobbyists, as well as criminals, malcontents and terrorists. The International Maritime Organization (IMO) has received recommendations to address it from member states. The USA and Canada have submitted information, 'Measures towards enhancing maritime cyber security', to the Maritime Safety Committee, citing cyber security incidents and developments of relevance to the maritime community. These range from changing a vessel's direction by interfering with its GPS to causing a floating offshore installation to tilt to one side."

"At Ceona we are not only a subsea construction company but a vessel owner. Having invested in state-of-the-art technology it is important that we mitigate against any risk that may impact our operations."

CHRIS FINNIGAN

Senior QESH Manager – Ceona

What should we do?

EY's Global Information Security Survey 2014¹ reported that 50% of organisations surveyed admitted they had a lack of resources to deal with the threat. Chris has set out the 'What, Who, When and How of the Ethernet security risk envelope' highlighting vulnerabilities in the marine business environment and actions we should take.

The What

Employee behavioural changes to make everyone more security conscious are important, but Chris believes that, "exactly what sort of information needs protection will largely depend on the nature of the business and the content of the material". However, a few 'ground rules' can be established in terms of general contents, and any information containing the following details should be considered for protection measures:

- Operational details – operating area boundaries; security measures in use; field energy potential and residual resource assessments; number, type and capability of offshore vessel fleet; passwords;
- Vessel movements – next port of call, routing and passage plans; departure times, offshore task area and resupply plans;
- Vessel cargo – high value assets, popular and easily marketable items and items of use to the ill-disposed;
- Vessel manning – status of embarked guards and crew change details;
- Vessel communications – availability and type of secure communications (e.g. encrypted VHF, SATCOMs); SITREP and Ops normal times, code words and details of software versions in use;
- Financial details – client and contractor costs, bank and credit account information, billing details and card handler details;
- Personnel details – names, addresses, bank account details, assignment tasks, travel and movements.

The Who

There are two sides to this coin – who should be taking responsibility; and from whom does the threat come?

Who should take responsibility? Basically, all company employees. Behavioural change is

"If the threat to the business is not being considered by company directors and boards, the situation should be reviewed with urgency."

CHRIS BALDWIN

Technical Adviser – IMCA

imperative. It requires strong leadership and senior or company board level led initiatives to introduce security measures and education programmes to bring a top down change. As in the case for health and safety, the organisation benefits most where a senior figure holds the responsibility for corporate security policy, and by 'senior' we are talking about a director level individual who will be the sponsor for all company security policy and risk management aspects of the business.

Clearly players such as the Company Security Officer (CSO), and perhaps an IT Security Officer (ITSO), have roles to play. There is no doubt that Masters of vessels hold responsibilities too, as does the Ship Security Officer (SSO), but in some cases their knowledge of IT systems is limited in comparison to the generally younger members of their crews. A vessel SSO must be prepared to play a vital role, and may need to be supported by an ITSO and the rest of the crew will, under general STCW requirements, also receive security training to varying degrees of depth.

And the second side of the 'Who' coin? Regrettably almost anyone could be a source of the threat and a perpetrator of cyber espionage. In a recent Unisys survey carried out in conjunction with the Ponemon Institute – who conduct independent research on privacy, data protection and information security policy – involving 599 security executives at utility, oil and gas, energy and manufacturing companies, 24% reported that security compromises were due to inside attack or the negligence of privileged users: failing to protect passwords, for example.



We have now seen reports of DP systems and other vessel equipment (e.g. SCADA) being targeted and having been particularly vulnerable.

The When

Now! If the threat to the business is not being considered by company directors and boards, the situation should be reviewed with urgency.

Help and advice is available from public and private sectors. IMCA already has guidance on the selection of security providers, though not specifically on cyber security service providers. Our Security Task Force, part of the Safety Environment & Legislation Division, is reviewing security guidance right now, and will be issuing updated information in the very near future. As Task Force member Chris Finnigan, Senior QESH Manager at Ceona, says: “We live in a digital society and conduct our operations in a digital world, for that reason we need to raise the awareness to this new type of threat. We have now seen reports of DP systems and other vessel equipment (e.g. SCADA) being targeted and having been particularly vulnerable.”

He adds: “If a company wanted to take one step today, what should it be? Raise awareness! Many are oblivious to cyber security, which can inadvertently increase risk exposure. Also, be prepared to say ‘no’. Not everyone can always have access to business systems for their personal devices, or through unsecure means.”

The How

How do organisations, regardless of size, protect themselves from the threat? A range of advice from public and private sources can be adopted to meet the specific needs of businesses. The

international nature in which IMCA members operate adds to the complexity of the challenge, but we need starting points.

The UK government has produced a series of documents which provide some fundamental guidance; all of which are available for downloading free of charge (and more can be found using the word ‘cyber’ in the search facility at www.gov.uk). As a starting point, we recommend reading:

- *Cyber security skills: a guide for business*²
- And a trio of publications which provide advice from government security and intelligence experts on how companies can safeguard their most valuable assets:
- *Cyber risk management: a board level responsibility*³
- *10 Steps to cyber security: executive companion*³
- *10 steps to cyber security: advice sheets*³

These three focus on senior management involvement – and leadership by the head of a business is critical in ensuring that ‘senior management interest’ is sustained throughout the process of introducing change into an organisation’s philosophy.

“There are other elements to a fully robust and coherent cyber security plan,” says Chris Baldwin. “Such as the need to archive and clean databases regularly, to remove archived material from general access; and most importantly the education and internal communications effort that needs to be in place to train staff and engage

them in the need for the change to their working practices.

“Being prepared is not only key to protecting revenue, but it is also what will safeguard our people, and our assets.”

GET TO GRIPS WITH CYBER SECURITY

Here are links (case sensitive) to the documents referred to as a good starting point for tackling cyber security:

- 1 EY’s Global Information Security Survey 2014
<http://goo.gl/PgFCwy>
- 2 Cyber security skills: a guide for business
<http://goo.gl/cy7xBi>
- 3 Cyber risk management: a board level responsibility, 10 Steps to cyber security: executive companion, 10 steps to cyber security: advice sheets
<http://goo.gl/uDhCfy>

If you have questions about cyber security please contact:
chris.baldwin@imca-int.com

Putting IMCA on the Indonesian market map



“We use IMCA guidance every day. We would not be able to produce top notch documents without it.”

MIKE MEADE
CEO, M3 Marine

MEMBERSHIP STATS: ASIA-PACIFIC REGION

254 of IMCA's **1,056** members are based in the AP region – **24%** of the membership. The countries with the largest member base are:

- 94** Singapore
- 47** Malaysia
- 36** Australia
- 27** Indonesia
- 9** China
- 6** Thailand, Vietnam and Russia*
- 4** Korea, Philippines and New Zealand

* Other members from Russia are counted in the Europe & Africa Section

After suggestions from members that fellow Indonesian companies would benefit from hearing more about the work of the Association, IMCA made its way to Jakarta in January to deliver an event designed to introduce us and firmly put us on the map in the country.

IMCA currently has 27 member companies based in Indonesia, making it the 10th largest membership base in a single country already – and more are expected after the interactive introductory briefing session where IMCA members took centre stage to share their stories and experiences of the benefits of membership. To maximise the value of the trip the briefing session was run the day before the regional section meeting, a tactic IMCA will be using elsewhere with its events this year.

Important introduction

RP Singh, of PT Advanced Offshore Services, explained the importance of the event: “There was a concern that the only companies operating in the Indonesian market who were aware of IMCA were those involved in dive contracting or marine contracting, who needed an IMCA membership certificate for a bid. An event like this was needed to educate everyone from dive contractors to government bodies about the knowledge IMCA shares through its guidance, safety flashes and work programme.”

Chris Charman, IMCA Chief Executive, and Ken Livingstone of Technip, the newly elected Asia-Pacific Section Chairman, kicked off proceedings, introducing IMCA, its role, activities and membership to the crowd of over 130 delegates from companies active in the Indonesian marine contracting sector.

Down to details

Jane Bugler, IMCA Technical Director, was up next with an overview of IMCA technical and legislative activities before Mike Robinson of McDermott International spoke about how his company uses IMCA guidance in managing diving projects. He said of the event: “Indonesia is a country that has indicated a wish to adopt oil and gas best practice and, judging from the interaction and networking from the large audience, a lot of interest and awareness in IMCA was generated, especially in the guidance aspect. My message was clear: Indonesian oil and gas companies can get immediate benefit



Image: PT Advanced Offshore Services

by using IMCA guidelines – they have been developed, reviewed and updated as a direct result of the experience gained from the millions of man-hours our members have had in the offshore industry. They are the cornerstone and basis of our diving division manuals and procedures and we also expect our third party ROV and survey vendors to utilise the same.”

Format for success

The format of the day, a number of presentations from members getting down to the facts about how they use IMCA's extensive guidance in their day to day activities, proved popular with the audience. Mike Meade of M3 Marine gave a presentation explaining how as a consultancy he worked with IMCA contractor members using a wide range of the IMCA marine guidance in support of their marine operations.

“These seminars are a fantastic way of getting the message across” said Mike. “The real life scenarios of IMCA guidelines in use, presented by myself and the other members, showed newcomers how practical, real and useful the guidelines, and the Association, are.”

RP had the final word, declaring the day a ‘success’. He said: “I believe attendees were surprised, very interested and impressed with the information they discovered about what IMCA is, what it does and the benefits it offers.” Following the positive feedback we hope to arrange similar briefings in the Asia-Pacific and other regions in the future.

For IMCA's full world-wide event listing please see: www.imca-int.com/events

Survey & SEL hit the road

With some events down already and more to come, we kicked off the new year with a fresh drive to extend our geographical influence by spreading the word about our work around the world.

In February, for the fourth time, IMCA was invited to present a paper at Seabed Mapping and Inspection in Geilo, Norway – a prestigious survey event organised by the Norwegian Society of Graduate Technical and Scientific Professionals (TEKNA). This year's presentation was on developments in inertial navigation technology used in offshore surveying, and was made on behalf of the Association by consultant Gordon Johnston. The paper drew attention to IMCA's forthcoming document on the subject, which should be available this quarter.

In March, safety, environment and legislation



issues affecting IMCA members will be the hot topic as our Technical Adviser, Nick Hough, presents at the Society of Petroleum Engineers (SPE) Americas HSSE conference in Denver. The conference is a new fixture in IMCA's calendar and our attendance and involvement is intended to raise our profile and bring us to a new audience.

April sees Nick return to the UK where he speaks again – this time at Ocean Business about IMCA's Offshore Survey work programme. This authoritative conference provides a forum for discussion of technical innovations in the offshore survey industry.

IMCA talks skills and competence

Neil Evans, IMCA Technical Adviser and Gavin Smith, Learning and Development Manager for Subsea 7, clubbed together at Subsea Vessel Summit in Aberdeen in December in a joint presentation about competence and training. They highlighted the challenges faced in delivering training in a changing economic environment across the industry.

Neil continued to get 'air time' for this important topic in February, when he chaired a session at the annual Offshore Support Journal conference, which was part of the Training & Crewing Focus Forum. The session was titled 'Specialist areas where skills are in demand' and was designed to inform how offshore support vessel owners address knowledge and skills gaps and to allow an insight into their policies and procedures for crew competence development.

Rope forum's new thread



IMCA's popular rope forum, an interactive day for vessel operators, rope manufacturers and monitoring equipment suppliers, returns on 14 May 2015 in Amsterdam and will focus on a new topic of continuous monitoring of steel, hybrid and fibre ropes.

There will be expert speakers and active discussions on new developments in the field. Join in, get the latest news and have your say.

For more info and to register visit:
www.imca-int.com/events

WORLD-WIDE EVENTS

The full listing of the events we are running and supporting can be seen at www.imca-int.com/events

- IMCA events are highlighted below

MARCH

- 10-12: EWEA Offshore**
Copenhagen – Denmark
- 10: CMID Seminar**
Copenhagen – Denmark ●
- 11: PLC Diving Workshop**
Amsterdam – the Netherlands ●
- 16-18: SPE Americas HSSE**
Denver – USA
- 26-28: China Maritime IOETEE**
Beijing – China
- 29-31: Canadian Underwater Conference & Exhibition**
Victoria – Canada

APRIL

- 5-8: OSV Forum**
Abu Dhabi – UAE
- 14-16: Ocean Business**
Southampton – UK
- 21: Middle East & India Section Meeting & Competence Seminar**
Mumbai – India ●
- 21-23: North Sea Offshore Cranes & Lifting**
Stavanger – Norway
- 23: Central & North America Section Meeting**
Houston – USA ●
- 23: Asia-Pacific Section Meeting**
Singapore ●

MAY

- 4-7: OTC (Offshore Technology Conference)**
Houston – USA
- 14: IMCA Rope Forum**
Amsterdam – the Netherlands ●
- 14: IMCA Golf Day**
Aberdeen – UK ●
- 19: Fairer contracting seminar & IMCA social event**
London – UK ●



“Quality and safety will be paramount more than ever.”

MASSIMO FONTOLAN
Saipem, IMCA President

Safety and quality key to survival

As the fall in the oil price continues to dominate the headlines, IMCA President, Massimo Fontolan of Saipem, gives us his vision for how we must approach the next, turbulent months.

“Our industry must prepare for times of change and turmoil and IMCA – representing the marine contracting industry globally – must be in tune with our members and support them.

“Whilst we maintain a positive sentiment as to the future of our industry in the medium long term, the present economic circumstances will not pardon poor performance, lack of competence or low standards. The effective management of risk through good practices, fair contracting principles and high standards of quality and safety will be paramount more than ever.

“We expect increasing pressure on rates and prices in attempts by our clients to pass their difficulties down the supply chain. This will require us to adapt quickly, without relying

on traditional, consolidated business models and positioning, delivering poor performance, inefficiency, low quality and standards.

“This is where the IMCA mission lies and, as our focus is on championing better regulation and enhancing operational integrity, IMCA must be able to measure and monitor the actual performances of the marine contracting industry throughout the whole value chain – thus unlocking its potential.

“In nature, those capable of adapting fast will not only survive, but dominate; this applies equally to IMCA, for we shall take advantage of this situation and turn it into an opportunity to review and strengthen our organisation, expand its role and improve services to the members.”



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Image: Aerolin – CEONA

WORLD-WIDE

Brazil: breaking new riser boundaries

Buoyancy supported risers (BSRs) have been first used by Petrobras on deepwater pre-salt fields offshore Brazil; *Making Waves* looks briefly at the progress of this pioneering production technology.

When Brazil's Petrobras started installing BSRs on pre-salt deepwater fields in the Santos Basin in 2013 and 2014, it was regarded as new technology. But like all good ideas, it has a bit of history. In 1997 Mobil patented the design and concept for a marine steel catenary riser system¹, which was developed through the Deepstar Joint Industry Project co-ordinated by Texaco in 1996-1997.

Petrobras then adopted the concept in its search to reduce the cost of risers used in deepwater fields. In 2000 the Total operated Girassol field offshore Angola came onstream using hybrid riser towers with submerged buoys, to which deep sea risers were connected below the surface. Well fluids flowed from the towers to the Girassol floating production storage and offloading (FPSO) vessel via flexible pipes. Subsequently Petrobras evolved the concept, based on an H-shaped tethered buoy to a rectangular shape, and initiated a design competition for offshore contractors for the giant Guara and Iara fields in 2009. From this the BSR concept emerged.

Isolation and benefits

A number of contractors helped develop these systems, allowing the weight and movement of risers carrying well fluids 2,000 metres or more up from the seabed, to be isolated from the movement of oil and gas production infrastructure on the surface, typically an FPSO – which is subject to wind, wave and current action. This approach extends the fatigue life of the risers. And achieving it can be critical: "Particularly in Campos Basin, the fatigue damage is so high that it is not technically feasible to hang a steel catenary riser (SCR) on an FPSO."²

Another benefit is that it is possible to install up to 90% of the SCR independently of the FPSO on which weight loading can be cut.³

The system is designed to accommodate a large number of risers in a small area in a



decoupled arrangement, Subsea 7 has explained. SCRs were fabricated in Brazil and installed and hooked up by a reel-lay method to BSRs, tethered by tendons to the seabed with a jacking system. Well fluids transit from the buoys to the FPSO via flexible jumpers.

Chris Finlayson, chief executive of BG Group, explained exactly what these devices were like in a May 2013 results presentation to analysts: "These are massive structures which are essentially suspended by positive buoyancy some 600 feet (200 metres) below the sea surface. SCRs are used to link those to the wellheads and then flexible jumpers go across from there to the vessels. They are unique at this size and scale in the industry."

BSR big buoys

One contractor, 2H Offshore, has worked with Subsea 7 during design of the BSR concept, through pre-front end engineering and design (FEED) and detailed design. "Our scope was to conduct the in-place global analysis of the system, as well as the riser analysis and subsea layout drawings," a senior 2H source in Rio explained. Subsea 7 supplied and installed buoys for the Guará-Lula NE field, which were fabricated in China. Each buoy measures 50m by 40m and weighs over 2,500t for the first project installation phase: "... the largest engineering, procurement, installation and commissioning (EPIC) SURF contract to be awarded to date in Brazil," the contractor notes.

First production from the Sapinhoa South field in block BM S-9 started in January 2013 via the FPSO Cidade de São Paulo, although the BSR for



that field was not completed until 2014.

Petrobras' partner BG Group reported progress in the installation of BSRs: the first on the Cidade de São Paulo in February 2014. A second was installed on the same FPSO, in April 2014, allowing it to reach plateau production of 120,000 b/d with only four wells.⁴

Petrobras reported in April 2014 that installation of a second buoy at the Lula field took less than a third of the time required to install the first, "... thanks to improvements made to [the] installation processes."

Out of 15 FPSOs planned to come onstream offshore Brazil between 2010 and 2018, just two have used BSRs. Another eight are planned using flexible risers, one using a steel lazy wave riser system, and risers on another three FPSOs are still to be confirmed.

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Talking DP with our new technical specialist

With the latest addition to our technical team we welcome a man with 17 years' experience on a range of dynamically positioned (DP) vessels under his belt. He holds Nautical Institute DP certificate number 127 in a world where the certificate numbers are now well past 23,000. In short, Andy Goldsmith knows what he is talking about.

IMCA rang in the New Year with the arrival of another new and highly qualified Technical Adviser, to step up to the plate and take on the association's crucial DP and Marine Division work load. And after just a few weeks in the role, Andy Goldsmith is already filling his diary: a visit to the Kongsberg DP training centre in Aberdeen; DPBRASIL conference; Houston for OTC; and IMCA's Annual Seminar in Abu Dhabi in October.

Vital guidance

He knows that although others in the Technical Team have been working on them, he will be called upon to use his experience gained offshore to good effect during the revision of three vital documents: IMCA M 103 – *Guidelines for the design and operation of dynamically positioned vessels*, IMCA M 117 – *The training and experience of key DP personnel* and IMCA M 149 – *Common Marine Inspection Document*. As a past user of IMCA's (and prior to that DPVOA's) guidance he is looking forward to making his mark on these documents.

"I'm excited about working for IMCA, with its richly deserved reputation, and mixing with people of similar experiences and interests. I have a lot to offer in knowledge and experience gained offshore; within the marine operations department ashore; and the marketing department of my previous company," he says.

Beginnings at sea

Andy's career began with Texaco Overseas Tankship at 16. He completed a four year cadetship, qualifying as a Third Mate, and during his ten years with the company obtained a class 2 Chief Mate certificate. He worked briefly ashore, but then applied to every company that owned or operated vessels working in the North Sea. After an interview

with OIL he found himself onboard an anchor handling supply vessel in Great Yarmouth which, instead of working in the North Sea, set off for Angola.

DP and beyond

He transferred to the Oil Endeavour, a very early DPDSV converted from a French fishing vessel and working in the Gulf of Mexico. They completed most jobs using 4-point moor, but nonetheless he learnt many new skills onboard.

His next vessel was one of the newer DP vessels at the time, the ITM Installer. Time on a simulator course enabled him to qualify for the new system of DP certification, gaining certificate number 127 (over 23,000 have now been issued), and spent 17 years on various DP vessels both monohull and semisubmersible (including Semi 1, Semi 2 and Regalia) as a travelling senior DPO. He also captained Rockwater 1 & 2 and the Smit Pioneer working offshore in Asia, Africa, Europe and Canada. Six years ashore in the operations department of Smit International followed; and for the past six years he was with Maritime Progress, producers of marine industry training posters, manuals and safety signage.

His interests away from DP? He and Carole have three grown-up children. Ask him about Crystal Palace FC, his boat kept near Eastbourne, or three highly trained Labradors.

And his views of current issues and how they might be tackled? "Ask me after my first 100 days in office, just prior to my trip to Rio – I'll need to know the answers by then, I'm speaking at the conference!" he says.

“Andy has just the sort of background that demonstrates how IMCA's technical know-how keeps pace with the industry it serves.”

JANE BUGLER
Technical Director – IMCA

See Andy's profile along with our two new Regional Directors' and the rest of the IMCA team's at:
www.imca-int.com/secretariat

ROV personnel progress begins



The inaugural meeting of the IMCA ROV Training Steering Group (TSG) was held on 16 January at Fugro's headquarters in Aberdeen and steps have already been made on the path to addressing some of the personnel challenges.

Technological advances in recent years have made the use of ROV systems almost mandatory, particularly in the new resource field developments in deep water. But there is much to do to make the ROV manpower pool fully functional so that ROV operating contractors, looking for suitably qualified, experienced and skilled personnel, can find and move the right people around the world to fill the need. The availability, compatibility and competence of ROV technicians and pilots has become a key consideration and IMCA's ROV TSG, formed following a seminar which highlighted the issues last year, has already made plans to make a difference.

The TSG has been formed of individuals from IMCA member companies of all types: contractors (Fugro, Bibby, i-Tech⁷, Subsea 7 and Saipem); training providers (MTCS –

England, The Underwater Centre – Scotland, QStar – Spain and School of Ocean Technology – Canada); and suppliers and manufacturers (SMD, SAAB Seaeye, Schilling and Forum). Work got underway with the TSG establishing its fundamental structure – nominating Steve Benzie of i-Tech⁷ as Chair and Richard Warburton of MTCS as Vice-Chair – and deciding on its initial work programme, which will centre on 'what can be trained; how this training is delivered; and what is the objective of the training?'.

Proposed solutions

The hot topic of the day was accreditation. And with many of the voices at the table suggesting that the Association could introduce an accreditation process for ROV technicians, the proposal will be considered by IMCA's

Overall Management Committee (OMC). Current ideas are that such a process could be aimed at accrediting training provision but might lead onto 'licensing' for ROV technicians. This could be viewed as a route to establishing industry-wide performance benchmarking, especially in the absence any other credible alternative for the industry to adopt.

Other more 'tactical' measures were proposed such as developing a matrix of company ROV rank structures so that an operator's qualification status could be more easily understood. This would facilitate personnel transfers between companies and regions and help ensure that when activity declines in one region and increases in another contractors and employees could both benefit.

What first?

To kick-start improvements the TSG agreed that the excellent training syllabus designed by Bill Evans – and now in use in a number of training centres around the world – could be a model for use for the industry as a whole. However, the group's first priority will be to tackle updating the existing guidance – in particular IMCA R 002 – *Entry level requirements and basic introductory course for new remotely operated vehicle personnel*, which has not been reviewed since May 2009.

According to IMCA Technical Adviser, Neil Evans, "The day was just the first step, but the first in the right direction. It is notable that contributors came from as far afield as the Canary Islands and Canada in the belief that IMCA's push to address these global issues can find solutions. If the TSG can facilitate a global approach to the development of ROV course syllabi, if not standards, the benefits to members in the ROV division will be considerable."

New doc: full multibeam ahead

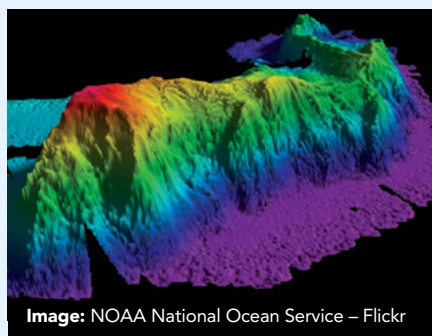


Image: NOAA National Ocean Service – Flickr

IMCA's guidelines on the use of multibeam echosounders in offshore surveying have been revised and republished. Multibeam echosounders are the technology that bring us detailed high resolution maps of the seabed, and are a tool in use by many IMCA members. The guidelines have been brought up to date with current technology and practices and have a new section on sensor installation and calibration and updates to those on data processing, as well as updated and fresh diagrams.

Sharing soon...

There has been a significant increase in the use of ROV DP in recent years: there are now cases of sensors such as DVL, sonar, gyros and bathymetry equipment being shared between the ROV DP system and survey systems. After discussion at the IMCA Annual Seminar, it was agreed that the Offshore Survey Division Management Committee should inform IMCA members on the topic and has started work, in co-operation with the ROV committee, on a guidance document on the matter.

Exam goes live globally

During the past 18 months IMCA's diving technical team has been hard at work reviewing our certification schemes, and in January we took another leap toward ensuring a safer future for the diving industry when the first of the new exams went live world-wide.

IMCA's offshore air and bell diving supervisor and life support technician (LST) certification schemes have the aim of making sure that personnel applying for these roles are all trained and examined to the same standard. Of course, since 1987 when the first of these schemes was established by AODC – one of IMCA's predecessors – guidance and practices have changed and the schemes have been reviewed to keep pace with the industry.

The most recent review started last year when we decided, in consultation with the Diver Certification Board of Canada (DCBC) and the Australian Diver Accreditation Scheme (ADAS), with whom we run mutually recognised certification schemes, to update all core exams.

Positive trials

Starting with the air diving supervisor role, work began to build a new database of questions for the exams. The goal was to establish an easy to administer, unique to each candidate exam which met a world-wide standard. Initial trials, which focused on getting the content and duration of the revised exam correct, were held at the end of 2014 and provided the necessary response data to ensure that it would meet the required standards. Feedback was extremely positive: candidates were pleased by the scope and range of topics covered in the new exam.

Pass criteria remain the same, with exam candidates required to pass each of the three sections of the exam – physics, physiology, and diving practices – and score an overall percentage mark of 75%.

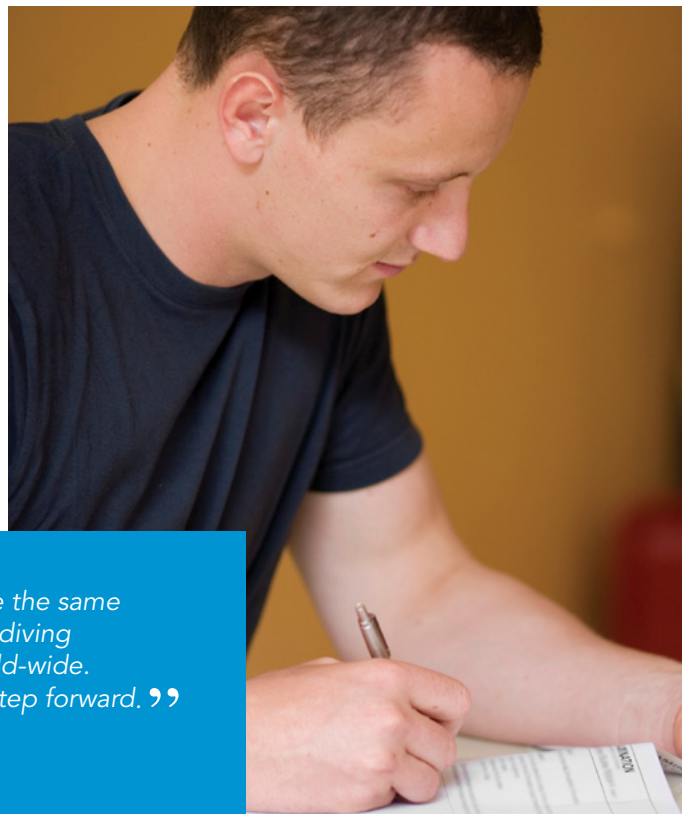
“We now have the same standard for air diving supervisors world-wide. It's an exciting step forward.”

DAVID PARKES
CEO, DCBC

Exciting step

Following the success of the trials, the exam went live on 1 January 2015. Candidates undertaking the air diving supervisor exam through IMCA, DCBC or ADAS will now be sitting questions from the same exam question bank. This has, in effect, created a single world-wide exam for offshore air diving supervisors. The computerised system makes it much easier for IMCA to administer and monitor its performance and, if necessary, to update, add or alter questions on the database meaning the exam will be much easier to review in future. David Parkes from DCBC commented: “These collaborative arrangements have ensured that we now have the same standard for air diving supervisors world-wide. It's an exciting step forward.”

With the first exam up and running, IMCA's team has already turned its attention to updating the LST exam in the same way. Trials are expected to be carried out later this year.



THINKING OF APPLYING?

Candidates undertaking the new exam should ensure they are familiar with all of IMCA's diving documentation. We especially recommend:

- IMCA D 022 – Guidance for diving supervisors
- IMCA D 014 – IMCA international code of practice for offshore diving
- IMCA D 023 – Diving equipment systems inspection guidance note (DESIGN) for surface orientated (air) diving systems

For more information please visit:
www.imca-int.com/diving

Simpler stats for 2014

Following low numbers of responses in recent years to our calls for IMCA diving contractor members to submit their annual global diving statistics, we have put a new system in place to try to make the process easier and hopefully

generate better responses in future.

The new online survey tool should speed things up and simplify the process for those submitting data – and for us to process – when we collect data for the next set of statistics.

We urge members to take part in this important scheme which offers a snapshot of trends in diving activity across the industry. We will be contacting members shortly to begin collecting data for 2014.



Image: flickr – Adam Broefje

Sat divers recommended double time

In the December issue of *Making Waves* we announced that IMCA was contributing to an International Diving Regulators and Certifier Forum (IDRCF) initiative, a workshop to review saturation diver training requirements. The workshop has now reported its findings back to IDRCF, which has agreed to accept a number of recommendations including:

- Prerequisite hours of diving and number of dives have been doubled to 100 dives and 100 hours of bottom time with no dives less than 6 metres. These dives and bottom time are to include 20 dives over 15 metres but does not include any dive time undertaken at a depth of less than 6 metres. The dives and dive time can be made up of either onshore or offshore dives or a combination of both;
- During bell training, divers should undertake 3 bell lockouts at a depth of 55 metres, 70 metres and one deeper than 80 metres;
- Detailed competences were developed for use during bell diver training.

The new requirements will be implemented by 1 January 2016.

To find out more about IMCA's involvement with IDRCF or saturation diver training please email: jane.bugler@imca-int.com

Hands-on training needed for diver physicians



Health and safety in commercial diving has seen years of evolution and improvement but now faces the potential of becoming a victim of its own success: with illness and injuries in the industry being mercifully rare, it is becoming difficult for trainee diver medicine physicians to practise the skills they need. We take a look at the issues and latest developments.

Some time ago the Diving Medical Advisory Committee (DMAC), together with the European Diving Technical Committee (EDTC), established a system for the recognition of training courses in diving medicine which are suitable for physicians supporting the commercial diving industry. They approve two types of courses: level 1 – Medical assessment of divers (medical examiner of divers) and level 2D – Medical management of diving accidents and illnesses (diver medicine physician).

The level 2D course covers theoretical background and includes some practical experience of necessary procedures and the diving environment. But DMAC is aware that it is becoming more difficult for individuals to gain the required direct clinical experience to develop their competence in diving medicine.

Statement and progress

In a statement issued recently DMAC stressed the need for further training to provide diving physicians with both:

- The experience of the saturation diving environment;

- The opportunity to learn about the practical issues of the provision of medical care and the use of medical equipment in that environment.

DMAC encouraged the development and provision of such courses recognising that, although they may not be able to provide direct clinical experience, they can provide much greater familiarity and knowledge of the environment – so that in the event of an emergency physicians would be able to concentrate fully on medical care provision.

A new course – Advanced professional diving medicine – has been developed by EDTC and is planned to be run for the first time at the Institut National de Plongée Professionnelle (INPP) in Marseille in October this year.

It is intended to give hands-on training in all kinds of advanced professional diving medicine including saturation diving, onsite recompression treatment and risk analysis.

Further information is available about the new course at: www.edtcmcd.ch

WINDS OF CHANGE

Big developments in vessel inspection

Project *TRADEWINDS*, IMCA's overhaul of its systems for vessel inspections, steps up a gear in April with the launch of the refreshed Common Marine Inspection Document (CMID) and the introduction of accredited CMID inspectors. Technical Adviser, Chris Baldwin, explains what's coming and how using the systems could help avoid marine accidents.

The recent spate of marine accidents in the Suez Canal (al-Safat), the Adriatic (Norman Atlantic), off Vietnam (Bulk Jupiter) and Scotland (Cemfjord) have highlighted the potentially hazardous environment we face in our industry. While these incidents are the subject of ongoing investigations they must provide added incentive to vessel owners and operators to ensure that the safety and environmental protection systems (SMS) used onboard are not only robust, but are used by the ship's crew. This principle of 'ownership' of the SMS is not always seen, and where failures to follow safe practices and procedures occur, the risk increases of things going badly wrong.

Where CMID comes in

The aim is for CMID to be an integral part of a vessel's SMS, supporting the master and crew. Its major review, part of Project *TRADEWINDS*, was done to make sure the document keeps pace with changing maritime legislative demands and to make the process more user friendly too – for inspectors and vessel crews alike. It was carried out not only by the secretariat, but also by the inspectors and vessel operators who use the system, and it identified shortcomings in the previous version.

The purpose of the CMID system, which includes the Marine Inspection for Small Workboats (MISW), has remained unchanged. It is a tool to provide three measures of safety and environmental assurance: the safety of personnel; the protection of the environment; and to visually assess the internal integrity of the vessel's hull. Although the process cannot cover all aspects of the SMS, it should be able to address most of the occupational health and safety elements which contribute to it, increase this sense of 'ownership' and ultimately help reduce the chance of accidents.

New in version 9

The main changes to version 9 include:

- A return of the vessel supplements, withdrawn in issue 7, which cover several types of offshore vessels – such as Diving Support Vessels (DSV) and Survey Vessels (SV) – and are designed to be added to the general section of the document;
- The ability for users to add more photographs;
- An update to ensure that the inappropriate generation of non-conformance observations when completing non-applicable questions is dramatically reduced;
- The final form of the document is longer and

“The ownership of the SMS cannot be stressed enough and it is very apparent to vessel inspectors when the crew are engaged with the SMS employed onboard.”

CHRIS BALDWIN

Technical Adviser, IMCA

more detailed to meet the requirements of recent regulatory changes – to such things as the recovery of persons from the water, changes to firefighting communication regulations and STCW requirements.

Overall we have sought to make the new CMID more useful as an audit tool and it goes without saying that feedback from the user community will be both welcome and essential to its effectiveness as such.

Additionally, the IMCA CMID Steering Committee has recognised that CMID needs to apply to vessels 25m and over as well as those of 500 GRT and above, leaving the MISW to apply to those up to 499 GRT and 24 m in length.





Inspector benefits

Along with the document update another exciting step forward is the progress we have made with the International Institute of Marine Surveying (IIMS) on an accreditation scheme. IIMS will assess the qualifications and experience of inspectors wishing to gain accredited status. A panel will be formed to verify the credentials of potential candidates. Initial and refresher training courses will be

available world-wide in regions where IMCA members are operating. They will be delivered by IIMS although, in the early stages at least, IMCA secretariat personnel will also be involved. The training will be designed to ensure that inspections conform to accepted practices: ISO 19011 Guidance for Auditing Management Systems is the obvious option for this.

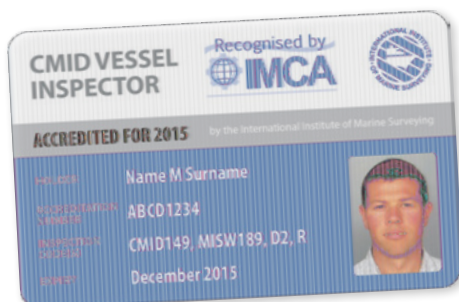
When training is complete the accredited vessel inspector will be issued with an identity card (example left), a CMID Inspector's Manual and an IMCA Auditor's Logbook. They'll be entitled to post their contact details and vessel type experience on a dedicated 'CMID Inspector' website.

The scheme will adopt a continuous personal development model; through CMID workshops and other professional development to ensure that inspectors are able to keep up to date with the latest regulations and practices and refresh

their skills. This follows the principles described in ISO 19011 with regard to maintaining and improving inspector and auditor competence.

Of course there will be a transitional phase to ensure that hard working inspectors are not disadvantaged and have plenty of time to undertake the accreditation process should they wish to. The scheme will be an optional matter for inspectors but IMCA is confident that the preference for accredited inspectors will be self-evident to both client and inspector communities.

We believe the latest developments will serve to protect and benefit all parties – owner, master, crew and inspecting organisations.



For the latest resources, news and updates about CMID please visit:
www.imca-int.com/cmld

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SPOTLIGHT ON GARY MCKENZIE



Although the industry is set for a challenging 2015, one man who is staying positive is Gary McKenzie of Bibby Offshore – IMCA's newly appointed Competence & Training (C&T) Core Committee Co-Vice-Chairman. In this candid interview he talks of the importance of credible competence schemes, not reinventing the wheel in our industry and his views on being involved with IMCA.

Tankers to QHSE

"I was a tanker man. I went to sea when I was a 'wee lad' and worked on chemical tankers and was in the British Merchant Navy for about 10 years. I came ashore to work as a cargo surveyor before moving into offshore support vessels (OSVs) in the North Sea. A month at a time at sea, rather than the six I had been doing on the tankers, was a big attraction to get into this part of the industry.

"I spent five years working on OSVs, which led me into my first management role ashore with Trident Offshore, a marine consultancy. From there I joined Halliburton Subsea, which soon became Subsea 7. I took my first QHSE management role with DOF and later moved to OIS, a project based company in Aberdeen whose core business was well abandonment. At the end of 2013 I joined Bibby Offshore in the role of QHSE Manager.

"I didn't get involved in safety to chase any fantastic career opportunity. In general us safety guys get a bit of a bad press. I was, and I still am, interested in people – and people were being hurt. I started by calling up directory enquiries to find the number for the Safety Institute, thinking, 'Well, there is an institute for everything.' From there I went down the IOSH route.

Exemplary efficiency

"I think with the fall of the oil price we'll see a challenging year for the industry. Although people will be worried, I don't see it as all bad. When things are consistently good, things are taken for granted. This is an opportunity for those in the industry to get aligned and make themselves a bit leaner, meaner and more efficient. In truth though, efficiency is not something we should be focused on because of the oil price – it should be part of the way we do business anyway.

"I feel we need to see better examples being set: as the International Safety Management (ISM) Code says, 'The cornerstone of good

safety management is commitment from the top.' But it's a big challenge with the current financial pressure. We can't take our eye off the ball and allow financial 'efficiency' to affect safety. For me safety, quality and efficiency go hand in hand, so if we are running efficiently we'll improve safety at the same time.

Buy-in to competence

"I don't see competence being affected by cost cutting because I don't believe the mature organisations in the industry see competence as a cost, they see it as an investment. Where competence assessment is concerned though, I feel we have a bit of a job to get buy-in to schemes. I know some companies ask themselves, 'Do we have a competence management system (CMS)?' If they can say yes, they can tick a box – without really questioning the benefit it provides. But if we could show the guys onboard that it is a good system, accepted and recognised by the industry, it would be much easier to get their buy-in, so for me accreditation is the way forward.

"I see it simplistically: we have international standards for quality and environment management systems (ISO 9001) and health and safety (BS OHSAS 18001), so the natural progression would be to have one for CMS too. How far IMCA should be involved with accreditation or standards is another question, as it would be a huge step-change – but for now, at the least, we need to keep promoting CMS.

First call IMCA

"I first became aware of IMCA in 2000 and I have been a committee member since 2010. Being involved is a great opportunity, IMCA gets us all aligned and heading in the right direction and I'm pleased to have contributed to this progress.

"The Association now has over 1,000 members and is becoming more and more relevant. Nowadays when we are audited people

"Efficiency is not something we should be focused on because of the oil price – it should be part of the way we do business anyway."

look to see 'where you are' as far as IMCA is concerned, especially in terms of DP and CMID. They want to see that you are using industry best practice which is IMCA.

"I think what we need to focus on is telling people that they don't need to reinvent the wheel. IMCA has such a wealth of guidance which has been contributed to and built on by very knowledgeable people over the years – it's really good stuff! If we all had the same first reaction to issues which are new to us and asked the question – what does IMCA say about this? And then sought out the relevant guidance – it would be a real step forward. For example, I've been raving to the team at Bibby Offshore about IMCA's new Safety Committee Representative's Handbook: it's an absolutely excellent publication.

Safety in the spotlight

"The events and meetings organised by IMCA are a great way to meet colleagues from different companies and realise that we all have the same challenges and are in the same boat (pardon the pun). The workshops we ran at last year's annual seminar in London were productive and I'm looking forward to addressing more issues at this year's event. With no safety seminar this year I think it is important that safety will feature on the main stage this time, as well as in workshops. Looking to the future, our other core activity is C&T: could that feature on the main stage too? I very much hope so."

Bibby Offshore is a subsea services provider to the oil & gas industry. Gary works in their Offshore Support Services (OSS) team which provides the assets including vessels, dive systems, mobile equipment, cranes and people needed to deliver projects. He is based in Aberdeen but OSS is a global function which currently supports projects in the North Sea, the US Gulf and Singapore.



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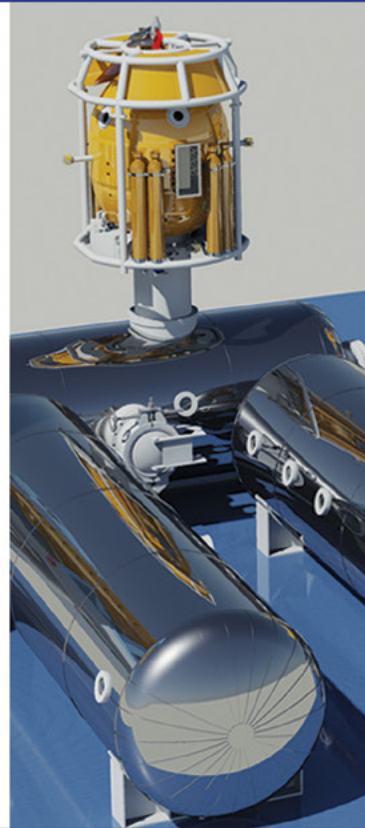
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