



IMCA celebrates two decades

And looks to what's on
the horizon next

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Jane Bugler



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Editor's Welcome

This edition of Making Waves is packed with news, updates and activity from our team and our members. We look back – at our proudest moments of the last 20 years – but forward too, as we continue to engage the industry with our technical expertise and events.

Yes, this issue charts IMCA's recent progress, projects and developments across several fronts. Our team had a busy global itinerary over the last couple of months with regional section meetings, exhibitions and socials taking place from Livorno to London, Houston to Oslo, as well as China to Macaé.

The allocation of risk in contracting was top of the agenda at our May event and issues around dynamically positioned vessels and their personnel continue to generate discussion at events around the world. See the latest in our events section on pages [12](#) and [13](#).

Of course, another key event was IMCA's 20th anniversary celebration: our focus article (on [page 9](#)) recounts some of our milestones and features testimony from some key industry figures.

We're happy to introduce

our new President (on [page 4](#)), Bruno Faure of Technip and you can read his industry insight column on [page 14](#).

While it was good to celebrate 20 years of IMCA, we recognise the current challenges in the industry. There is also an element of sadness this issue as we prepare to bid farewell to our Technical Director and Acting Chief Executive, industry stalwart, Jane Bugler. The feature on [page 20](#) looks at her career and 18 years' dedicated service to IMCA.

Finally, with the IMCA Annual Seminar taking place on 27-28 October, we look forward to the two day event that promises to be the perfect forum to gain the latest knowledge and the information about the health of our industry.

We hope to see you there!

Leeman Robinson
Making Waves Editor



Meet the team



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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 makingwaves@imca-int.com

For details about advertising opportunities in Making Waves, please contact Paul Hopper at Ashridge Communications.
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Introducing Bruno



“I am delighted and honoured to take on the chairmanship of IMCA.”

BRUNO FAURE

Technip, IMCA President

We are delighted to introduce members to Bruno Faure, Group Senior Vice President Subsea Projects and Operations at Technip, who has recently taken over the role of IMCA President.

Bruno will continue the work of the outgoing IMCA President, Massimo Fontolan of Saipem, who we thank for his hard work and leadership over the past two and a half years.

Bruno, who joined Technip in 2014, is a Civil Engineer with a degree in Finance. He has 30 years in the oil and gas industry which commenced when he joined Coflexip in 1985 as structural engineer then installation engineer, project engineer and then occupying various positions in projects for UK, Norway, Asia Pacific, US and Africa before moving on to General Management roles, becoming COO Africa in 2006.

In 2006 he joined Stolt Comex Seaway (now Subsea 7) as Projects and Operations Director for Africa Region and then became President for Region Africa, Gulf of Mexico and Mediterranean in Subsea 7, based in London.

Bruno will be supported by the new IMCA Vice-President, Leon Harland, Executive Vice President Commercial & Technology at Heerema Marine Contractors.

You can read Bruno's thoughts on the challenges facing IMCA on page 14.

IMCA pair complete courses



As part of IMCA's strategy to ensure that its staff's skills and training are in keeping with the demands of the latest developments affecting its members, two of our Technical Advisers undertook auditing courses earlier this year.

Chris Baldwin (top) undertook an ISM Code Lead Auditor's course in Southampton, UK. In his last role in the Royal Navy, Chris was involved in the auditing and inspection of diving systems used by the UK Ministry of Defence and commercial diving contractors, and was a qualified OHSAS 18001 Lead Auditor. But after taking over as the lead for the development of the common marine inspection document (CMID), a formal course in the ISM Code to consolidate his understanding of its requirements and relationship to CMID was an obvious choice. Chris said, "It has really helped me to ensure that the CMID process will assist ships' crews in meeting the requirements of the ISM Code, because it is primarily designed to provide independent assurance that the ship's safety management system is working effectively."

Meanwhile, Peter Sieniewicz (bottom) carried out a QMS Lead Auditor training course in London. While he accrued considerable experience of inspecting companies during his many years with UK HSE, he said it was, "very helpful to have expanded my understanding of quality management systems (QMS) – particularly ISO 9001 – for my IMCA membership and school audits."

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 – *Renewables contracting principles*

IMCA SEL 038 – *Mooring incidents (DVD)*

IMCA D 015 – *Mobile/portable/daughtercraft surface supplied systems*

IMCA D 040 – *DESIGN for mobile/portable surface supplied systems*

IMCA S 003 – *Guidelines for the use of multibeam echosounders for offshore surveys*

SAFETY FLASHES

Since the previous issue of *Making Waves* in June, IMCA has issued the ninth and tenth safety flashes of the year. These included eleven incidents and also the Marine Safety Forum's *Annual Summary of Marine Safety Reports* for 2014. Members reported two dropped object incidents, failure of cutting discs, unplanned or inadequately planned lifting operations, as well as a small lithium battery explosion and a, fortunately non-fatal, man-overboard incident.

INFORMATION NOTES

IMCA SEL 04/15 – *Safety & Environment Statistics for IMCA Members: Report for the period 1 January-31 December 2014*

IMCA M 06/15 – *Common Marine Inspection Document (CMID) and Marine Inspection for Small Workboats (MISW) – Vessel Inspector Accreditation Scheme Update*

IMCA S 03/15 – *IOGP Releases Version 1.1 of P1 and P2 Formats for Geophysical Position Data Exchange*

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

Fresh faces as IMCA team evolves

After saying goodbye to Michelle Salway in May, we were able to fill the role internally, with Kayleigh Tucker (right) moving from her accounts role to become Membership Administrator. We are happy to offer this progression opportunity to Kayleigh who is excited to start her new IMCA challenge.

To fill the subsequent gap in the accounts team, we've recruited Jill Adamson (centre) as Accounts Assistant. Jill has a strong all round bookkeeping background which will help her support Jean Carmichael, our Financial Administrator, in all things accounting.

We have also had to say goodbye to our Receptionist & Office Administrator Ruby Parker-Barcy who, after gaining some great experience with us over the past year, decided to take the big step and move back into full time study. We wish her all the best for her studies and the future.

Taking over from Ruby, we welcome Chelsea



Clarke (left), a recent university graduate in American Studies, who joins us in her first full time job role. She'll be the first voice you hear when you call IMCA with your queries.

See the full IMCA team at:
www.imca-int.com/secretariat

Welcome to our new members

IMCA is pleased to welcome the following new members (from 12 April 2015 – 7 July 2015)

- **3B Srl**
- **ABSG Consulting Inc**
- **Andrew Moore & Associates Ltd**
- **Bibby Subsea ROV LLC**
- **BMO Measurement Solutions BV**
- **DIV Diving Engineering Co Ltd**
- **Diver Shipping & Cargo and Ship Maintenance**
- **Eggers-Kampfmittelbergung GmbH**
- **Eurorov Training & Engineering SL**
- **Flash Tekk Engineering Pte Ltd**
- **Jiangsu Huaxicun Offshore Engineering Service Co Ltd**
- **Joemarine Nautical Company Nigeria Limited**
- **Kafue Gorge Regional Training Centre**
- **Maersk Training A/S**
- **Misr Marine Surveys & Services**
- **Ocean Group Overseas Consultant**
- **O'Three Ltd**
- **Petrovietnam Manpower Training College**
- **PRO Marine Solutions Pvt Ltd**
- **RINA Services SpA**
- **Shanghai Salvage Company**
- **Shapadu Energy & Engineering Sdn Bhd**
- **Tyne Services LLC**
- **Viking Seatech Group Pty Ltd**
- **Wise Engineering & Surveying Co Ltd**
- **Yassine Marine Services**

O'Three Ltd

As a market leader with over 25 years of history in designing & producing quality dry suits and other neoprene garments, O'Three was approached to apply their magic to the hot water suit. A 'blank sheet' approach has resulted in the Aquatherm providing a large number of innovative features which benefit not just the diver but also any organisation who look at total acquisition cost and the impact this suit offers in improving productivity.

Flash Tekk Engineering Pte Ltd

Flash Tekk specialises in the design and building of diving systems and subsea equipment for the international offshore industry. Their aim is to provide dive systems of the highest possible standard, which are tailored specifically to the technical and operational requirements of the vessel owner. From their operations base in Singapore, they provide a complete range of bespoke diving systems from surface demand to built-in

saturation systems. The systems are designed and built in compliance with the Rules and Standards of the Classification society selected by the vessel owner, and with the internationally recognised IMCA guidelines.

You can find out more about our members, old and new, at:
www.imca-int.com/membership/membership-directory

New workboat crew tools



IMCA has launched new resources for small workboat crews in an attempt to reduce the number of incidents.

After a number of incidents involving small workboats operating in the wind farm sector during 2012 and 2013, the IMCA Renewable Energy Workgroup (REW) identified a need to set out the elements of competence required to be demonstrated by the crews operating and working on small workboats. For the purposes of the document, IMCA C 017 – *Guidance on competence assurance and assessment: marine roles for small workboats*, a ‘small workboat’ is any vessel less than 200 gross tonnes.

It was also acknowledged that, compared to larger vessels, the areas of competence, supporting knowledge and abilities required on small workboats were significantly different. Formalising these criteria would be of benefit, not just to the wind farm sector, but the wider

“These new tools will not only benefit crews of small workboats in the wind farm sector, but those in the wider marine construction sector too.”

NEIL EVANS

Technical Adviser, IMCA

global marine construction sector where small workboats are operated. The frameworks have been written with the international community in mind; they do not seek to replace any local guidance or legislative requirements so should be used in conjunction with any local requirements.

To complement the new frameworks IMCA has also launched a Workboat Crew Logbook where personnel can record their completed competencies, training undertaken and log personal development activity.

Find frameworks and logbooks at:
www.imca-int.com/competence



IMCA involved in BIMCO update

IMCA is participating in the review of BIMCO’s Standard Time Charter Party for Offshore Service Vessels (SUPPLYTIME 2005). Our input is being co-ordinated by the Contracts and Insurance Workgroup, with assistance from the Marine Division Management Committee.

SUPPLYTIME is being up updated to:

- Ensure better balance;
- Correct any errors or omissions;
- Ensure it reflects current offshore industry practice;
- Make it more user-friendly and comprehensive.

The review group includes IMCA representing marine contractors, and representatives for the shipowners and the P&I Clubs. The discussions are at a preliminary stage but the review is likely to include looking at improving the balance of the knock for knock clause, and the possible inclusion of new clauses to address developments such as anti-corruption legislation and the ILO Maritime Labour Convention.

Safety stats plateau

IMCA has published its 2014 report on members’ safety and environment statistics, information note IMCA SEL 04/15.

This year, in addition to the full report, IMCA has published a short booklet summarising the safety and environmental statistics. This is designed to provide an eye-catching, user-friendly executive summary, highlighting for readers the importance of proper reporting as a primary means to safe and efficient marine contracting. It is available for members and non-members to read and download from the IMCA website.

Flatline continues

264 contractor members – around 60% of the membership – submitted data. This year IMCA

contractor members’ lagging safety indicators have worsened slightly, though the ‘flatline’ tendency has continued in the longer term.

Members will see that a true ‘step change in safety’ – a leap forward towards zero incidents, continues to be difficult to attain. The last 12 months have been a difficult time for the marine contracting industry, and there is no room for complacency. There are tremendous opportunities for contractors to differentiate themselves on quality and safety performance, proving that conducting safe and efficient marine operations is both the right moral choice and, ultimately, the choice that costs less.



Read the Safety & Environment Statistics 2014 Summary, and find a link to the full the report at:
www.imca-int.com/safetystatistics

IMO Update



Image: Flickr – Statkraft

Wind farm vessel standards: no solution yet

It had been hoped that IMO would adopt a definition of Industrial Personnel, to allow larger numbers of offshore technicians who are not working on board to be carried on cargo ships.

However, an IMO meeting in June decided that, because the IMO regulations only relate to passengers and crew, it is unclear how this new category of personnel would fit in, and

that more work was needed on the appropriate safety standards. This is likely to delay existing work on standards for wind farm service crew transfer vessels.

Polar Code adopted



Image: www.defenceimages.mod.uk

IMO has adopted a new mandatory Code for ships operating in polar waters. The Code is expected to enter into force on 1 January 2017. All ships intending to operate in the defined waters of the Antarctic and Arctic will be required to apply for a Polar Ship Certificate and carry a Polar Water Operational Manual. Deck officers on board ships operating in polar waters will be required to hold a new certificate for training in polar waters.

Ballast reassurance

IMO has been taking action to resolve potential difficulties with the Ballast Water Management Convention. This includes reviewing the type approval process for ballast

water treatment equipment, to make sure that approved equipment meets the required standards. However, to reassure the industry that shipowners that have fitted systems approved under the current approval process will not be penalised, IMO has now confirmed that systems will be accepted for the life of the ship or the system, whichever comes first.

CO₂ emissions

Work is continuing on IMO's data collection system to analyse the energy efficiency of ships. The system is expected to apply to ships of 5,000 GT and above, and ships will be required to collect data, including total annual fuel consumption and transport work (or alternative data – still to be defined – for ships that do not carry passengers or cargo). The methodology for collecting the data would be outlined in the ship specific Ship Energy Efficiency Management Plan (SEEMP). If the global system is not finalised in reasonable time, a similar EU Regulation will take effect in 2018 for ships calling at EU ports.

Global roundup



IMCA continues to be involved, on its members' behalf, with many regulatory changes around the world.

Australian progress

IMCA has contributed to the 2015 Operational Review of NOPSEMA, the Australian offshore oil and gas regulator. Regular IMCA-NOPSEMA liaison meetings have helped improve communications, but members continue to struggle with NOPSEMA's tendency to impose design and construction requirements for facilities on offshore support vessels.

Changes to UK legislation

EU governments had until July to implement the new EU Directive on offshore drilling safety, which introduces an EU wide Safety Case regime. See info note IMCA SEL 06/15 on the associated changes to UK legislation.

US ROV requirements

IMCA commented on new ROV requirements in the draft rule on Well Control and BOP Systems from BSEE, the US offshore energy authority. IMCA stressed the need for the new ROV capability requirements to be performance based, and requested a workshop to discuss the requirements further.

IMCA and USCG co-operation

Jane Bugler, together with IMCA committee members Marshall Perez of Ensco and Edwin Goldman of Tetra Technologies, met RDML Thomas, Director of Policy Prevention and colleagues at the US Coast Guard in June. Issues of common interest were discussed – including dynamic positioning, commercial diving, safety and environmental management systems and the review of MSC Circ. 645 – and IMCA stressed that it is keen to co-operate again regarding 'construction contractors and equipment' aspects.

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



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IMCA CELEBRATES TWO DECADES

And looks to what's on the horizon next

Members and guests gathered from all over the world at a special reception in London on 19 May to celebrate two decades of IMCA. As they enjoyed the networking, many reflected on the phenomenal progress the association has made over the past 20 years. In this article, with the help of some industry experts we've worked with, we look back at what IMCA has achieved and ahead to what we'll be tackling next.

As Taf Powell, Executive Vice President – Policy, Government & Regulatory Affairs at IADC, remarks: “I have associated with IMCA since I was chief regulator for offshore safety in oil and gas in the UK, from its earliest days, and always found their approach to be constructive and consensual – technically sound and objective.

“As the European Commission's expert adviser on post-Macondo legislation for offshore oil and gas activity, I asked IMCA to join with other key trade associations to contribute to the sum of knowledge by which sensible decisions by EU regulators would hopefully be based. I note that IMCA is still a trusted observer to the Commission's offshore exploration and production (E&P) regulatory forum, and that speaks for itself.

“Now with IADC, I am pleased to continue a strong association with IMCA on many aspects of the offshore agenda shared with drilling

contractors – technical, safety, and fiscal. The IMCA people are particularly disposed to working collaboratively on solutions and we at IADC are pleased to call them our trusted partners in offshore exploration and production.” – a view backed by his colleague Alan Spackman, IADC's Vice President – Policy, Government & Regulatory Affairs who similarly has known IMCA for a long time.

Collaboration key

Others with equally strong opinions include Michael Engell-Jensen, Executive Director of the International Association of Oil & Gas Producers and his colleague Patrick Toutain, Health, Safety & Security Director.

“IMCA and IOGP are global organisations that share many goals. We are both dedicated to promoting good practice in the areas of health, safety and the environment and so we have long welcomed opportunities to pool knowledge and

“Our collaborations (with IMCA) on managing safety in a contract environment and on good practice in diving operations have been particularly valuable to the industry we represent by reducing injuries and saving lives.”

PATRICK TOUTAIN

Health, Safety & Security Director, IOGP

experience in these areas,” says Michael Engell-Jensen. “This enables us to avoid duplication and to support one another's efforts. We congratulate IMCA on their 20th anniversary and look forward to building on our relationship in the years ahead.”

Continued on page 10



Image: Flickr – Bob Campbell – Bobfantastic

IMCA CELEBRATES TWO DECADES

Continued

Patrick Toutain adds: “Based on experience from both the membership and secretariat sides of IOGP, I can attest how IMCA has proven to be a valuable ally to advancing the case for safer upstream marine operations. Our collaborations on managing safety in a contract environment and on good practice in diving operations have been particularly valuable to the industry we represent by reducing injuries and saving lives.”

Looking back

IMCA was formed in spring 1995 by the merger of the Association of Offshore Diving Contractors (AODC – founded in 1972, which kept the initials AODC, but from 1989 was known as the International Association of Underwater Engineering Contractors) and the Dynamically Positioned Vessel Owners Association (DPVOA – founded in 1990). Membership was around 100 at the time. AODC had members in 13 countries and DPVOA’s members included all the major European marine contractors and others in Australia, Brazil, Singapore and the USA, but both were primarily North Sea-centric.

The merger saw them starting to work closely, establishing a new membership

structure to meet key objectives, including a new International Contractors membership level – changed at the start of 2015 to Global Contractor – but it was not until 1997 that a combined secretariat office was established: Tony Read was appointed as the first IMCA Chief Executive and Jane Bugler joined as Technical Director.

The names Tom Hollobone OBE (Secretary of AODC, and then Secretary of IMCA), Chris Jenman of Global Maritime (Secretary of DPVOA and then of IMCA’s Marine Division) and the first IMCA President Derek Leach, will ring bells with many. Some early members were at the reception and are still working enthusiastically on behalf of IMCA.

Initially there were two core committees – Safety and Legislation: now Safety, Environment and Legislation (SEL); and Training, Certification and Personnel Competence: now Competence & Training (C&T) – and three divisions – Diving, Marine, and Remote Systems & ROV: Offshore Survey was added in 1997.

Globalisation the catalyst

“I believe that the most important aspect of the last 20 years has been that IMCA has become a truly global association with over a thousand members in more than 60 countries worldwide,” said Jane Bugler, Acting Chief Executive and Technical Director, at the reception.

“In the process of becoming international we have developed a regional structure, with five active ‘Sections’ in Asia-Pacific, Central & North America, Europe & Africa, Middle East & India, and South America. Each of these sections meets regularly, and these regional forums can attract over a hundred members, who come together to get involved with discussions, contribute their experiences, and stay up to date with the latest projects we are delivering on their behalf.

Vital industry guidance

“As well as seeing a considerable growth in membership, the past 20 years has also led to growth in the recognition and use of IMCA’s wide-ranging documentation – providing good practice guidance to help members and others to undertake safe and efficient marine operations,



“I have always found IMCA’s approach to be constructive and consensual – technically sound and objective.”

TAF POWELL

Executive Vice President –
Policy, Government & Regulatory
Affairs, IADC

which is picked up and used by oil companies and regulators alike.”

IMCA documents, free to download for members and non-members alike, are non-mandatory, but clients very often make them mandatory when putting out tenders. The original ROV Code of Practice (1997) and the Code of Practice for Offshore Diving (1998) are cases in point and subject to regular revision. Members put forward ideas for new guidance and input into their creation, so guidelines are developed by the industry for the industry.

The increase in the benefits of IMCA – guidance, events, meetings, workshops, web-based activity – has led to expansion at the secretariat. When Jane Bugler joined in 1997 there were four staff in total, now there are 27. Being London-based means many travel the world meeting members, talking to regulators and other key organisations. This face-to-face



IMCA’s first Chief Executive, Tony Read (left) with its first President, Hein Mulder (centre) and Secretary, Tom Hollobone OBE (right) on the occasion of Tom’s retirement in 1998.



Members network at the IMCA Annual Seminar 2014

contact is invaluable, “We *are* our membership, we facilitate what they want, we need to meet them,” says Jane Bugler.

IMCA's value continues to grow

Looking at IMCA's activity over the past two decades, Jane Bugler highlights a number of key achievements and ongoing initiatives:

- Our safety flash system is used extensively to prevent recurrence of dangerous situations;
- Annual safety statistics are published. In 1997 (when figures from 1996 were analysed), the lost time injury frequency rate was averaged out to 3.27 (from extremes of 2.1 to 6.96). IMCA's 2014 review put the LTIFR at 0.54;
- We have developed a wide range of good practice guidance documents covering all the IMCA technical divisions, used extensively by members and referenced by oil companies and regulators alike;
- We have a competence framework which can be used by our member companies to develop their own company competence schemes;
- We have developed a set of contracting principles to encourage an equitable contracting balance based on each party's respective risks and rewards and we run a number of relevant workshops each year;
- We follow regulatory issues on behalf of our members and lobby governments to ensure legislation doesn't impact negatively on their work while seeking to help maintain a fair and free market;

“IMCA can, more than ever, play a key role in facilitating the necessary constructive dialogue among clients, contractors and supply chain with the aim of offering to the industry the most appropriate solutions in the context of economic pressure.”

BRUNO FAURE

Group Senior Vice President Subsea Projects and Operations, Technip
IMCA President

- We have had observer status at the International Maritime Organization (IMO) since 1999, and play an active role in their discussions as the only association at IMO representing offshore marine contracting interests;
- We hold briefing sessions in areas and countries where our association is less well known to help oil companies, regulators, contractors and suppliers understand what IMCA is, what we provide and how our members use our services;
- We run an Annual Seminar which, as well as providing an opportunity for hearing presentations on topical issues, is a powerful networking event – this year's is in Abu Dhabi on 27-28 October.

“In the current economic climate it is important that IMCA remains relevant to our members and delivers value,” she explained. “We are currently undertaking a review of the management and governance of IMCA. This will ensure that the Association is structured appropriately to deliver our vision and strategy so that we can continue to provide support to our members, bring sustainability and take the marine contracting industry forward for the next 20 years. And, we look forward to welcoming a new Chief Executive.”

More on the horizon

What's on the horizon as far as guidance to improve efficiency and safety levels? In brief – more of the same: members can expect us to continue innovating and keeping our documents up to date to meet their, and the industry's, needs.

Our divisions have considerable work programmes, and the secretariat is busy co-ordinating production of guidance right across the board. This includes the revision of key documents such as IMCA M 103 – *Guidelines for the design and operation of dynamically positioned vessels* and IMCA D 016 – *Underwater air lift bags*, for which we are using an innovative, online cross-industry ‘open forum’ approach. Yes, it is ‘business as usual’ to help members give ever greater value to clients, coupled with efficient and safe operations at their core. Here's to the next 20 years!



Get involved – book your place at the IMCA Annual Seminar 2015, at:
www.imca-int.com/annualeseminar

IMCA duo's DP developments

IMCA Technical Advisers Andy Goldsmith and Chris Baldwin spearheaded an IMCA Dynamic Positioning (DP) team speaking at events across the world this summer, including the European DP Conference in London and DP Brasil in Rio. They discuss the issues and challenges people are talking about and how we plan to revise our guidance to keep up.

"Despite the recent downturn in the energy sector, the building of new vessels and the upgrading or installation of DP systems in others clearly demonstrates that the application of DP is continuing to grow," explains Chris Baldwin. "As well as a wide variety of offshore vessels, cruise ships and superyachts are the latest vessel types to be coming off the stocks with DP systems – albeit unclassified – fitted and designed to be used by the vessel operator.

Diversity challenging

"However, because there is not a clear understanding of the number or competence of the people who are practising DPOs or engineers (electrical, mechanical and electronic) with DP system expertise, it means that the industries involved have difficulty in being able to manage the resources they need to serve their requirements. There is little in the way of empirical data available for people to use to aid understanding of the domain.

"While incidents involving DP systems seem to occur on a relatively frequent basis, the suspicion is that a significant proportion of these are ultimately down to human factors. Whether a DPO error of judgement, lack of skill, an engineering error in the conduct of a failure mode effect analysis (FMEA) or lack of technical knowledge – such as applying incorrect settings on breakers in a switchboard – sometimes these root causes may not be identified in reports. There are certainly equipment failures and faults, but how many of these could be down to lack of adequate maintenance regimes or lack of investment in spares – particularly prevalent during a financial squeeze – nobody really knows.

"IMCA has a DP incident reporting system but the nature of the offshore marine industry, where sensitive information concerning incident causes can be subject to legal confidentiality, makes



event tree analysis difficult. IMCA's DP team considers that the industry needs to gain a clearer understanding of the DPO resource requirement. There are many interested parties involved in DP and, without compromise, reaching agreement on exactly how to manage development of the marine DP community will be even more challenging.

Framework for the future

"There is an almost universally accepted concept of revalidation, as an integral element of competency assurance and risk mitigation, now being applied to DPO recruits. And this has added another dynamic which the review of IMCA M 117 – *The training and experience of key DP personnel* – which the industry is expecting to serve as a road map for the future of DP training and competence evolution – will need to address. Fortunately, there are many experienced hands in the DP community who are willing to help with this review.

"Two key elements will be added to the new document: firstly the concept of continuous personal development – seen as the best way of ensuring that DP professionals are able to adapt to new technology and not to just keep pace with existing systems; secondly the principle of a risk based approach to the needs of DP manpower – due to the diverse nature of DP applications that would make a definitive, prescriptive approach inadequate for the modern world."

Vessel guidance developments

Efforts to help IMCA members keep pace with a dynamic industry don't stop there. In his presentation at DP Brasil, Andy Goldsmith spoke of the importance of a structured and organised route to achieve competency of key DP personnel. At the European DP conference he told of IMCA's role with the development of more key guidelines:

"Delegates were interested to hear how the revision we are currently making to IMCA M 103 – *Guidelines for design and operation of DP vessels*, will help the document meet the needs of the expanding application of DP systems in the world offshore fleet by covering expanded vessel type-specific guidance.

"We are also involved with the project to review International Maritime Organization (IMO) Circular 645 – *Guidelines for vessels with DP Systems*. The review will be conducted by a correspondence group of industry associations and government bodies and is based on a document produced by IMCA, which has considered factors such as the wide variety of offshore vessels which now feature DP systems. A specific IMO 645 workgroup of IMCA members has been formed and the review should be completed by 2016.

"And we have an update coming to another of our DP documents: IMCA M 166 – *Guidance on failure modes and effects analyses (FMEAs)*, on which IMCA member Braemar Engineering (Wavespec), gave an update at the European DP Conference.

"In addition to our contribution to events in the Americas and Europe, our Asia-Pacific Regional Director, Denis Welch, recently chaired the DP Asia Conference in Singapore. He reported that human factors in respect to the role of the DPO and system redundancy were hot on the region's agenda too. We're very busy in the DP domain across the globe right now, so watch this space."

For information about DP initiatives, guidance and incident reporting visit: www.imca-int.com/dp

Risk relevance revisited

On 19 May IMCA hosted its annual Contracts and Insurance Seminar in London on the allocation of risk in the current challenging market.

Delegates heard presentations from a range of different perspectives, including an example of another association's standard contracts work, a look at the reasons behind traditional risk allocations, a comparison between the HSE and liability effects of the Piper Alpha and Deepwater Horizon incidents, and the potential implications of the growing trend for indemnity carve outs. The afternoon ended with a panel discussion, with an interactive quiz to encourage audience participation.

Summing up on behalf of the IMCA



Contracts & Insurance Workgroup, Natalie Louys of Subsea 7, said that the event had "Provided an interesting range of views, and had served to underline the continued relevance of the IMCA general contracting principles and the IMCA FAIR risk allocation goals."

See our contracting guides at:
www.imca-int.com/safety-environment-and-legislation/imca-contracting-guides

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**

SEPTEMBER

- 9:** **Cyber Security Seminar**
London – UK ●
- 22-23:** **Americas OSJ**
Houston – USA
- 24:** **Central & North America Section Meeting**
Houston – USA ●

OCTOBER

- 5-7:** **Seatrade Offshore Marine Workboats**
Abu Dhabi – UAE
- 6-8:** **RUK Annual Conference & Exhibition**
Liverpool – UK
- 6-9:** **OSV & Offshore Marine Crewing Conferences**
Oslo – Norway
- 13-14:** **MTS DP Conference**
Houston – USA
- 26:** **Middle East & India Section Meeting**
Abu Dhabi – UAE ●
- 27-28:** **IMCA Annual Seminar 2015: A health check for the marine contracting industry**
Abu Dhabi – UAE ●

NOVEMBER

- 3-5:** **Oceanology International China**
Shanghai – China
- 6-11:** **Subsea Event China: International Underwater Intervention**
Xiamen – China
- 10:** **South America Section Meeting**
Rio de Janeiro – Brazil ●
- 19:** **Asia-Pacific Section Meeting**
Kuala Lumpur – Malaysia ●
- 24:** **Europe & Africa Section Meeting**
Bergen – Norway ●
- 25-26:** **NUI Diving Seminar**
Bergen – Norway

Section socials add value around world

Each of the IMCA sections visited in June benefited from our new initiative to engage members by pairing section meetings with social networking events.

The Central & North America section meeting took place on 18 June in Houston, USA and featured discussions on the provisional rule makings for DP & diving by the United States Coast Guard (USCG) and presentations from IADC and the Center for Offshore Safety on competence.

At the South America section meeting

in Macaé, Brazil on 22 June, Doug Korth of McDermott International led a discussion on the section's priorities in which competence was identified as a topic for further discussion.

And the Europe & Africa section meeting visited Livorno, Italy for the first time on 9 June, where there was a great presentation on innovative technologies for the diving industry.

We thank those involved in organising the social activities accompanying each of the meetings, which were a great success.

IMCA addresses global audience

IMCA's technical team have, once again, been putting their expertise to good use, presenting papers and answering members' questions at a number of key industry events across the globe.

Neil Evans and Chris Baldwin attended the Marine Safety Forum in Aberdeen, delivering presentations on the CMID accreditation initiative *Project TRADEWINDS* (see page 16) and IMCA's Competence Management System accreditation scheme.

While Mark Ford and Parul Patel were at Global Offshore Wind in London, Claudine Bleza and Chris Baldwin represented the



Mark talks with members at Global Offshore Wind

Association at Brasil Offshore in Macaé. Chris will also visit Oslo on 6-9 October where he is presenting on assessing the trends in offshore accidents and safety incidents, and will also be a panellist on the hot topic of cyber security at the concurrent OSV and Offshore Marine Crewing Conferences.

See what we are up to when we're in your section at: www.imca-int.com/events

Adapting to changing global dynamics

I will begin by expressing my thanks to our outgoing President, Massimo Fontolan, for his excellent guidance to the IMCA Council over the last two years. I am delighted and honoured to take on the chairmanship of IMCA and to help guide the organisation forward through the immensely challenging period ahead for our industry.

Over the last twenty years, IMCA has built up strong foundations and a growing membership. Many of us have seen the oil price cycle in previous times, but did we learn from this? What are we going to do differently, this time? Let's be clear: today's rapidly changing global market dynamics and the \$50-60 barrel mean that we need to adapt quickly and creatively to remain relevant and sustainable.

How are we going to achieve this? As you know, several key initiatives are already underway, which will help to shape the governance and future direction of IMCA. Appointment of a new Chief Executive and Technical Director is obviously critical. These management roles will play a leading part in facilitating how we adapt industry operating models while retaining integrity, to meet redefined quality standards and the latest fiscal dynamics. We expect to announce the successful candidates by the Annual Seminar in October.

An independent management review of the IMCA secretariat and committees is being

undertaken by an external company which specialises in trade associations. A membership survey has been completed and feedback is under review. A full report will be considered by the Overall Management Committee and the incoming management team, before sharing proposals with members.

Time to refocus

The timely combination of these initiatives presents us with the golden opportunity to refocus IMCA's strategic objectives and direction, which will be the top priority over the coming months. Our organisation needs a clear vision of its future and how it must play a key role in facilitating constructive dialogue between clients, the entire contracting community and the supply chain, resulting in all stakeholders working with us to achieve fit-for-purpose, sustainable solutions in the context of the current economic pressures.

Before closing, on behalf of the IMCA committees and members, I must recognise our Acting Chief Executive and Technical Director,



“We need to adapt quickly and creatively to remain relevant and sustainable.”

BRUNO FAURE
Technip, IMCA President

Jane Bugler, who steps down in September. Jane, we thank you for the significant contribution and dedicated service you have given over many years and we look forward to marking this special occasion with you at the end of September. All best wishes for a long and happy retirement!

In the meantime, I would welcome any other ideas on how IMCA could evolve the marine contracting industry and our organisation.

Feel free to email Bruno your ideas and practical solutions at: president@imca-int.com

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WORLD-WIDE

The impact of the downturn on the OSV market

This issue's world-wide article features a special industry insight from an IMCA member: Venkatraman Sheshashayee, CEO and Executive Director of Miclyn Express Offshore. 'Shesh' gives his view of the current state of the OSV market and what the future might hold.

"It is a common belief that the drop in oil price is responsible for the state of the offshore oil and gas services market today. It is a convenient belief and it is also an incorrect belief.

"The market downturn is the outcome of many issues, exacerbated by the low oil price, but not caused by the latter. These issues include, but are not limited to:

- Mounting costs across the industry, resulting from increased asset prices, higher operating costs and inefficiencies in the value chain;
- Geopolitics: the change in approach to production by Saudi Arabia, the slowdown in China, the turmoil in Europe, the less-than-expected growth of BRICS countries;
- Shale oil, and its increasing impact on the energy equation in America, and the accompanying impacts on the world;
- Rampant speculation, consequential reckless overbuilding and the emergence of a slew of smaller companies, adding to the supply-demand imbalance;
- Inadequate strategic thought and improper market planning.

"These issues, together and separately, mean that the OSV sector, globally and in Asia-Pacific, will not see a rapid return to prosperity. Even if oil prices bounce back, this downturn, unlike any other before it, is more structural, and will take longer to shake itself out. In fact, the question itself has to be reversed. Rather than asking when the market will rebound, we need to ask, what will be the impact of a prolonged downturn?

Time for consolidation

"The most critical challenges to the OSV industry today arise in the supply side of the equation. Historically cheap finance and easy payment terms offered by shipyards have led to a glut in almost all asset categories, at the cost of over-leveraged balance sheets and based on rosy

predictions of utilisation and charter rates that were too good to have been true even in the best of conditions.

"There are dozens of companies, large and small, who, unless oil prices and E&P activity increase significantly, leading to utilisation and charter rates improving rapidly, will find it difficult to service their debts, manage impairments and in some cases, cobble enough working capital to operate. There are dozens of yards, large and small, holding vessels at different stages of construction, facing deferment, cancellation and default. And there are dozens of banks, large and small, who are dreading an independent valuation of their clients' assets, fearing any impairment that could lead to write-offs and foreclosures.

"I believe that the OSV market will need to see a prolonged consolidation phase, supported by banks and private equity firms, who will have to take a longer term view than is customary. These mergers or acquisitions will be unlikely to happen at values that would please anyone, and at best would be compromises without much promise.

"A few companies, who have been careful and smart, whose balance sheets are not awash, can reap the most benefits. Whether their abundant caution, that served them well so far, will permit them to take advantage of this situation, causing them to step out of their comfort zones, is questionable.

Silver linings

"While the immediate future seems bleak and gloomy, every cloud, it is said, has a silver lining. And so it is, with the OSV market.

"OSV companies are acting, and acting decisively. In the past nine months, there has been tremendous activity within most companies that I know to reinforce themselves both financially and operationally.

"While the future seems bleak and gloomy, every cloud has a silver lining."

VENKATRAMAN SHESHASHAYEE
Miclyn Express Offshore

"Costs are being pared, processes are being honed, new markets being sought, finances being made more robust. Companies have been working closely with banks and financial institutions to find ways to mitigate risks, both current and anticipated. Vessels have been despatched to new markets, foregoing traditional comfort zones. Managements are poring over cost data, carving away fat and flab, tightening their operational costs and overheads. Ad hoc new-building projects are being shelved, even cancelled. Boards and managements are questioning the need for vessels, the strategy for deployment, the market conditions and the competitive landscape.

"Service companies are sitting with partners, vendors, clients and agents, and engaging in constructive dialogue, seeking to understand each other's needs and constraints. Companies are exploring new technologies and feeling their way into new digital frontiers.

Future efficiency

"All this is leading to more efficiency, increased productivity and a much healthier environment. Organisations are not just focusing on survival, but looking at how they can thrive in tough market conditions, thus ensuring their longevity and the affection of their shareholders. There seems to be a new energy in the market, a renewed sense of focus, a collective sharpening of minds.

"For me, this is the real impact of the downturn. If this renewal sustains and spreads, it can and will lead to a smarter, more efficient, more capable ecosystem, driving positive change across the industry in diverse ways. The future belongs to those who prepare for it today..."

AVI scheme: all systems go!



Ten individuals have already completed the process to become accredited vessel inspectors (AVIs)* and many more applications are underway: it's been a flying start for the new scheme. With a new version of CMID live too, we look at the benefits of the new systems and answer a few questions being asked frequently by users.

Project TRADEWINDS is entering its closing stages: the accreditation scheme, under the management of the Marine Surveying Academy (MSA) – a wholly owned subsidiary of the International Institute of Marine Surveying (IIMS) – has been up and running since June and the first accreditation course begins in Aberdeen on 3 September.

As promised, a list of AVIs is available and searchable on the CMID vessel inspector website – www.cmidvesselinspectors.com. Each successful applicant has been given an ID card with a personal inspector ID number and an IMCA Auditor's Logbook. Each AVI's individual profile on the website lists their vessel type endorsements and contact details meaning potential clients can more easily find an accredited inspector in their desired location.

Live fine tuning

In conjunction with the start of the accreditation scheme, and after a period of testing using the new CMID training database, IMCA M 149 – *Common Marine Inspection Document* (CMID) version 9 has now been released. The main purpose of the training database is to enable the AVI accreditation courses and CMID workshops to provide more 'hands on' training opportunities for inspectors so they can get used to the system and understand how it works when they are out on inspection jobs. It has the added benefit of providing the IMCA secretariat with the opportunity to update the CMID tool more easily without affecting the actual live system. This will enable more frequent updates as

“It's now possible for us to quickly fine tune the CMID to meet the new requirements of inspectors.”

CHRIS BALDWIN

Technical Adviser, IMCA

inspectors find new requirements or fine tuning they wish to see in the CMID.

The new version now has 17 core question sections and 16 vessel type supplements – reminiscent of version 7, which inspectors and vessel operators alike wanted to see returned to the process – to increase its utility. IMCA M 189 – *Marine inspection for small workboats* (MISW) has also recently been updated and is in the final stages before its launch.

Your questions answered

Chris Baldwin, IMCA Technical Adviser, explains how: “Info note IMCA M 06/15, published in June, provides a comprehensive update for members on the project and further news will be forthcoming. We have highlighted just a few of the questions being asked by users for *Making Waves* (box right) and there are more within the information note. I recommend reading through these and the information on the vessel inspector website.”

See info note IMCA M 06/15 here:
www.imca-int.com/media/204943/imcam06-15.pdf

*AVI figures updated on 11 August 2015

AVI Q&A

Q How do I become an accredited vessel inspector (AVI)?

A Individuals can apply to become an AVI by completing the application form found on the website: www.cmidvesselinspectors.com. Instructions on how to complete the form are included and IIMS also provide additional support where necessary to help prospective applicants complete the forms. The instructions explain what evidence is needed to accompany the application, costs and the code of conduct – which is a condition of acceptance to the scheme. IMCA and IIMS will also publish the dates of courses on their respective websites.

Q Completed CMIDs and MISW reports may contain sensitive information which vessel operators are unwilling to have released into the public domain – so how can I send any previous reports?

A Applicants should redact any information in reports which is considered by vessel operators to be confidential, and the accreditation panel will accept such redacted reports because it is the process and evidence of inspection ability, not the subject of the report, which they are reviewing. Reports submitted are held in confidence by IIMS and retained for future auditing purposes. All applications are dealt with in the strictest confidence.

Q As the manager of a team of inspectors, how do I get myself accredited?

A The scheme is aimed at those conducting vessel inspections on a frequent basis and is not designed to provide accreditation to those involved in the management of inspection services. However, attendance by such persons at CMID workshops is possible and in the future specific modules aimed at CMID inspection reviewers are being considered by IMCA.

Diving round up



Tandem lift guidance

The Diving Division Rigging and Lifting Workgroup should soon complete a first draft of its new guidance document dealing with lifting operations in support of manned diving operations. Meanwhile, the Crane and Winch Operations Workgroup (COWO) has begun a review of IMCA's core document IMCA SEL 019, IMCA M 187 – *Guidelines for lifting operations*. The two workgroups are currently liaising to determine if a summary, or indeed all, of the Diving Division guidance should appear in the revised version of IMCA SEL 019, IMCA M 187.

DESIGN update

A revised version of IMCA D 037 – *DESIGN for surface supplied mixed gas diving systems* is coming soon and will incorporate equipment improvements and changed operating practices since its first publication in 2006. Its format has also been changed slightly to improve ease of use and provide better referencing.

A key addition is the following definition of a wet bell which now appears at the head of Section 5: "A dive basket fitted with a dome is not a wet bell. A wet bell requires a main supply umbilical from the surface providing (as a minimum) gas to a manifold inside the wet bell and diver excursion umbilicals terminated at the wet bell."

Dive stats soon

The 2013 world-wide diving personnel statistics should soon be published in a new IMCA information note. Meanwhile data collection for the 2014 stats has begun. The closing date for submission of your 2014 data is 11 September 2015. If you are an IMCA diving contractor please make every effort to complete your diving personnel returns. It is currently more important than ever to monitor global diving activity as accurately as possible.

Untangling the mystery of PLCs in dive systems



Image: Harkand

In the wake of the successful IMCA workshop held in Amsterdam on 11 March 2015, IMCA's Diving Division Management Committee (DDMC) has decided that it is time to produce some straightforward guidance for members on the subject of PLCs in dive systems.

One of the main aims of the proposed IMCA guidance will be to make what many consider a tricky and mysterious subject, much more accessible and easier to understand to all working with dive systems.

When they were developed in the 1960s, programmable logic controllers (PLCs) were found to have the same functionality as conventional electromechanical relay logic circuits used to control industrial processes but with a number of benefits as they:

- are more flexible: it is easier to create and change a programme in a PLC than to wire and rewire a circuit;
- require less and simpler wiring, and so could greatly reduce the physical size of plant and equipment;
- have faster response times, are reliable in harsh industrial environments and have modular designs that are easier to repair and expand (network);
- are capable of handling very complex systems, are easy to troubleshoot and are relatively inexpensive.

Given these powerful advantages, the rise of

the PLC in industrial processes of all kinds, including diving, was inevitable. Steadily PLCs became embedded in conventional equipment in traditional diving systems, often without the owners and operators really noticing that in many cases the PLCs were controlling 'safety critical' processes – where failure, incorrect operation or lack of careful management present a potential risk to safety.

Regardless of the type of dive system in which they are located – 'adapted' or 'fully automated' – PLCs always present similar risks. These include:

- obsolescence and/or lack of support from the manufacturer;
- the presence of incorrect or outdated software;
- lack of suitable replacement parts;
- inadequately trained operators or maintenance staff;
- modifications conducted outside a robust management of change process.

It is hoped that the proposed IMCA guidance will enhance members' understanding of PLCs in dive systems and help them control the risks associated with this technology.

DMAC 01 e-version

The Diving Medical Advisory Committee has been updating some of its older publications and has recently published an update of DMAC 01 – *Aide memoire for recording and transmission of medical data*. It is now available in both paper and electronic form.

Medical staff offshore can now obtain a blank copy online, complete it with the necessary medical data, and send it electronically to shore. It is anticipated that the new e-version will be easier to complete and will eliminate historic large file size issues.

Reducing the risk of rig moves

New developments in software have seen the guessing game all but removed from the business of rig moves. In a special feature for *Making Waves*, Jason French, of IMCA member Neptune Marine Services, talks us through the latest jump forward in technology and why it means safer, more efficient operations.

“Hydrographic surveying plays an important role throughout the world for maritime navigation, marine construction, dredging, offshore oil exploration, drilling and related activities. Whilst traditional hydrographic surveying is focused on soundings, shorelines, tides, currents, seabed and submerged obstructions, offshore surveying also plays an important role in the exploration of ocean-based resources.

“Oil and gas field developments commence with the collection of seismic and hydrographic surveys, followed by the drilling phase of field development. Following changes in hydrographic technology over the past 20 years, IMCA members like us have designed systems to support semi-submersible drilling rigs, also known as mobile offshore drilling units (MODUs), and additional applications of the technology are regularly being identified.

Removing human error

“Historically, information for catenary and anchor position during submersible rig operations was determined by fixing the drop position of the anchor, using the centre stern position of the anchor handling tug (AHT) and the tension readings from the rig’s anchor winch at each location. The manual information was then input into the survey navigation suite, which would calculate final anchor positions and catenary information. Any input error could have a major effect on visual and final anchor and catenary information. Whilst this method has been utilised for many years there is an uncertainty with the final anchor position and catenary location and this error is amplified with the increasing water depths.

“Since 2012, after an incident in which an anchor chain became entangled with a live subsea asset during a rig emplacement activity, the



Image: Flickr – Paul Carroll

Australian offshore rig move market has required an increase in hydrographic survey information to provide accurate positioning information of subsea anchor and chain catenaries. And now we have new software solutions which can eliminate the element of doubt.

New systems, big benefits

“Systems have now been designed and developed in which the hardware allows GNSS positioning and anchor chain out data, from both the AHTs and semi-submersible MODUs, to be sent via UHF radio and WiFi signals to a central acquisition computer. This provides a detailed and accurate image of the chain positions and catenary in relation to subsea infrastructure.

“During rig move work over operations clients need to fully understand the risks with regards to all subsea assets and track all anchor mooring lines during the installation. Clients and marine representatives can now access:

- real time monitoring of data, directly from the rig and AHT winches;
- positioning data from the survey spread;
- real time current data, for a true picture of the forces acting on the mooring lines.

“Unexpected work over or repairs are often at conflict with field design to enable safe anchoring of semi sub MODUs. In these scenarios the new systems can:

- reduce costs and risks;
- provide a solution which aids rig move operations and mitigates the risk of damage to subsea assets and architecture;
- interface with both the MODU and AHT winch systems and transmit the data to

“We have new software solutions which can eliminate the element of doubt.”

JASON FRENCH

Neptune Marine Services

the central acquisition PC, installed on the MODU, for integration with the MODU and anchor positions in real time;

- provide accurate position and heading data on AHTs and other remote structures.
- “Data is transmitted via wireless LAN or radio telemetry (backup) to facilities or vessels equipped to receive the signal. The systems can be easily installed by a single Survey Technician and can operate unmanned. They allow direct interaction with the AHT’s tow control system and display the status of all mooring systems in a single interface. This eliminates manual entry of data, reduces radio communications, enables real time telemetry and display on board the rig and ultimately, negates potential errors.”

Find out more at the seminar

Jason will be presenting on 3D visualisation software to assist rig move planning and emplacement activities at the IMCA Annual Seminar in Abu Dhabi on 27-28 October 2015.

What else is on the programme at the Annual Seminar 2015? Find out at: www.imca-int.com/annualseminar



IMCA addresses loads and umbilicals

IMCA's Remote Systems and ROV Division Committee has begun development of two brand new documents to help members make decisions to perform safe and efficient ROV operations.

Loads of progress

The first of these is guidance on ROV system load testing. It is designed to address the examination and load testing of items such as lift points on portable offshore units, lifting frames and the lifting accessories associated with the mobilisation, demobilisation and operation of unmanned ROV systems. The new document will provide guidance on:

- Lifting specification aspects of the certification of portable offshore units which collectively form the ROV system;
- The examination and certification of lifting accessories associated with ROV systems;
- Criteria for the initial and periodic examination, testing and certification of ROV components including ROV, tether management system (TMS), backpack tooling frames and underslung skid frames.

Umbilical life cycle guide

The second new guidance document will be on the subject of ROV umbilicals, for which there has, to date, been little in the way of information for ROV operators. Clearly umbilical design, procurement and maintenance is a very important aspect of ROV operational sustainability.

Steven Cowie, of Oceaneering, IMCA ROV committee member, took on the task of drafting the new document following April's ROV committee meeting. He explains: "The

ROV umbilical guidance document will aim to provide recommended best practice to integrate all of the life cycle requirements that can be referenced by the industry – both customers and manufacturers alike – to promote safer and consistent operations world-wide. Specifically, the guidance will identify and cover essential tenets of umbilicals from design, manufacture, installation, operations and retirement based on a common nomenclature such as loading methodologies, factory acceptance test requirements, operational and maintenance regimes."

It is hoped that the document will be in circulation by the end of the year.

END OF YOUR TETHER?

Members are reminded that an umbilical/tether failure report form is available on IMCA's website.

Any umbilical or tether failure can be reported to IMCA in order to identify useful lessons that might help other members and of course reports are dealt with in complete confidence.

You can download the form at:
www.imca-int.com/media/170169/imcar01-15-att1.xlsx

ROV round up



Image: Flickr – NOAA photo library

Consolidated ROV guides

The steering group which reports to the ROV & Remote Systems and Competence & Training Committees is reviewing the entry level criteria and introductory course criteria contained in IMCA R 002 – *Entry level requirements and basic introductory course outline for new ROV personnel* and IMCA R 010 – *Guidance on outline syllabi for ROV related training courses*. It is intended that R 002, R 010 and existing industry course syllabi currently being delivered will be merged to create one modular training guidance document. Following publication of the new document, R 002 and R 010 will be withdrawn. Further modules could be added leading to supervisor levels. Over time this would create a flexible framework, both operationally – for the contractors – and developmentally – for further expansion of the framework.

The group also has longer term aspirations to look at recognition of training courses and potentially exams for ROV supervisors. There will be further updates on the work of the group in forthcoming issues of *Making Waves*.

Members' ROV stats needed

On 16 July IMCA emailed a request for ROV statistics from its members to encourage timely submission of figures from 1 February – 1 August 2015. We urge any members yet to respond to do so to enable us to establish a clear picture of the state of the industry.

If you require a blank form to submit statistics, or need to return your completed one to us, please email: chris.baldwin@imca-int.com

JANE BUGLER

Farewell, and thank you

Jane Bugler, IMCA's Technical Director and Acting Chief Executive, is retiring at the end of September after 18 years with the Association. A bastion of the marine contracting world, one long-time market commentator remarks: "She will certainly be missed; she is extremely well regarded across the industry".

Jane became IMCA's Technical Director in 1997 with overall responsibility for its extensive and varied technical programme and for liaison between IMCA and external international organisations including regulators, trade associations, and a host of other marine and other relevant organisations.

She has worked with four men whose hand was on the IMCA 'tiller', Tom Hollobone OBE, Tony Read, Hugh Williams, and Chris Charman, and acted as their Deputy in their absence. Since May 2015 she has been Acting Chief Executive ensuring the secretariat and work programme run on oiled wheels in readiness for the new Chief Executive.

Top of Jane's retirement list is 'not to do so much travelling'; her 18 IMCA years have seen her probably chalk up 500,000 miles, and visit more than 30 countries in the line of business. She continues the story of her career.

Starting at the beginning

"I was born at home in Glasgow, one of twins, the daughter of an electrical engineer and his wife. My twin brother didn't inherit the electrical genes, he's a Solicitor, but our older brother did, he is Head of the School of Engineering at the University of Glasgow.

"My favourite school subjects were chemistry and maths, and when I discovered chemical engineering was an option I had a real 'oooh that's what I want to do' moment. I left school at 17 and got into Edinburgh University on Highers. Mine was an Engineering Science course so I had a taste of electrical, mechanical and chemical engineering but specialised in chemical engineering.

"After graduating, I was eager to get hands-on experience and to work 'at the coal face', so I took a job at one of the chemical plants in Grangemouth where I was the first female engineer. It was an old plant. I worked on LDPE at 35,000 psi and was responsible for the recovery plant – for the uninitiated, low-density polyethylene is widely used for manufacturing various containers, dispensing bottles, wash bottles, tubing, etc. Its most common use is in plastic bags. When I left Grangemouth in 1983 my colleagues presented me with a cheque for



“Jane has been a shining example of leadership at IMCA for such a long time.”

ANNE KEENAN
DOF Management Australia

£100 (over £315 in modern day terms) which I used for gold jewellery that I still wear.

"From Grangemouth I moved to the Midlands, taking advantage of a teaching company scheme before moving to Synthetic Chemicals, a Shell subsidiary, where I was responsible for making isobutylbenzene, the principle ingredient of ibuprofen tablets.

Moving on to HSE

"I left Synthetic Chemicals in 1988 to join the UK Health & Safety Executive (HSE) as a



Left: Jane before leaving HSE (1995)

Right: Jane and the Diving Committee board the Janus (2001)
From left to right: Jean-Pierre Macchi, Jean Lelievre, Ian Kane, Troy Holford, Jane Bugler, John Greensmyth, Tony Read, David Smith, Henri Delauze, Bjorn Kahrs, Georges Arnoux, Gregoire Durand (Master of the Janus)





Left and bottom:
Jane at the IMCA
Annual Seminar 2013
in Singapore.

Top: Jane and
Paul Butler (of ADAS)
sign an MOU at an Asia-
Pacific Section meeting
in 2007.

Right: Jane on the
IMCA stand at Offshore
Europe in 1999.

“She will be dearly missed – she is one of our great pioneers with dedication to safety in the diving industry”

DESMOND TAN
Mastertech

specialist inspector with process engineering and chemical engineering in particular. As a specialist inspector in Manchester my region was North West England, giving specialist advice to factory inspectors, and appearing as an expert witness in court cases. Process safety could embrace places as large as Shell at



Stanlow, or bakeries (lots of gas there), or even blown up houses.

“After promotion to Principal Inspector, I moved to the Major Hazard Assessment Unit, then to the Safety Policy Division working on developing new regulations updating the on- and offshore Pipelines Safety Regulations, which brought me in touch with trade associations such as UKOOA (now Oil and Gas UK).

“So when I saw IMCA was looking for a Technical Director I knew about trade associations, and had another ‘oooh that’s for me’ moment. If I’d left HSE for a consultancy I would have been doing almost the same job, but without the ‘teeth’.

“HSE in the North West saw me in my own little bubble; on Major Hazards I moved on to all of the North East; Safety Policy meant the whole UK; but IMCA has given me access to the world!

Life at IMCA

“As IMCA evolved no two days have been the same, it has changed so radically and become so international, recognised by all the legislative bodies and I’m welcomed the world over. There’s much I’ve learned on the job. They say chemical engineers are jack-of-all-trades, and master of none, much the same could be said of my time at IMCA, where my technical background has stood me in good stead. Anything and everything marine, diving and technical is my passion – as is aiming for that ‘holy grail’ of zero incidents and seeing safety

records dramatically improving.

“With an article on IMCA’s first 20 years in this issue (page 9) you’ll read of some of our proudest moments. Mine include introduction of the IMCA competence framework, and those all-important safety flashes.

“What have I enjoyed most? The people, the issues, the members – and those are what I shall miss.

What comes next?

“Soon after retirement, as a keen runner, I am turning the clock back to take part in the Great Scottish Run. I ran in the First Scottish Peoples Marathon in Glasgow in 1982 with a time of 3:39. I won’t emulate that, for the run is a half marathon, but I certainly mean to keep fit.

“I’ll definitely be spending more time with my husband Jeff, who retired earlier this year, doing a lot more walking. We’ll continue our involvement as committee members of the Friends of Nunhead Cemetery, in south east London; and I’m going to hunt out my violin; and make use of my telescope, but just not, not, not travel thousands of miles a year!”

We wish you well Jane and thank you for all you have given to IMCA!

We are hosting a leaving reception for Jane in London on 29 September. To attend please email us at: events@imca-int.com



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SPOTLIGHT ON MIKE LIDDELL



Mike Liddell is currently Construction Support and Positioning Services Manager at Fugro Survey Limited based in Aberdeen, UK. In this interview he discusses his career path, projects he has worked on, his thoughts on the current state of the industry and how IMCA's forums and Annual Seminar benefit professionals within the industry.

Pathway to survey

"I was born in New Zealand and am a graduate of the University of Otago with a degree in Land Surveying. During my course I undertook a few hydrographic surveying modules; the subject excited me and put me on my current career path. I moved to the UK in 1997 due to greater job prospects and settled initially in Great Yarmouth where I was employed as a Hydrographic Surveyor for Svitzer Ltd. In my role I undertook site and route surveys for oil and gas and telecommunications companies around Europe and South America, from the Baltic Sea to the Falkland Islands.

"After a couple of years invested in that role I became more interested in the processing and delivery of survey data. At that time multibeam echosounder technology was coming to the market which required different methods in handling data sets and generating digital terrain models so I specialised in processing survey data.

Exploration and management

"One of my most memorable projects was a fibre-optic telecom route survey around the coast of Brazil. We were mapping a safe route to lay a cable through a chain of relatively uncharted seamounts. Suddenly these underwater mountains juttied out thousands of metres above the seabed and just appeared in the deep-water multibeam data set. We really felt like we were exploring the ocean – it illustrated to me how little is known about the topography of the world's oceans.

"In 2003 Fugro acquired my company which prompted me to relocate to Aberdeen where I was appointed the Survey Processing Manager at Fugro Survey Ltd. I became Chief Surveyor in 2008, responsible for our overall survey processes and procedures. In 2013 I was promoted to my current role, where I manage a team of project managers who engage with clients, develop survey procedures and manage the offshore survey team to ensure the survey objectives are safely achieved.

Survey's value

"Surveying is a vital component, yet a relatively small area of the offshore contracting industry. The current market pressures have caused organisations to look at how they can reduce survey spend with the obvious target being to reduce human resource and equipment.

"However, I think this market pressure is encouraging innovation and we are seeing a redefining in how we undertake some survey operations. Additionally, new technologies – optical and laser – have been deployed offshore providing unprecedented resolution. This has enabled engineers to reduce engineering tolerances in design, avoid over-engineering, and look at alternatives for installation.

"By implication, the more that is spent on survey at the initial stage of a project, the greater the benefit later on: better decisions can be made with more certainty, reducing overall project spend. A saying often used in the geophysical site investigation market is 'You pay for a site investigation whether you do one or not.'

Collaboration and benefits

"There is some great synergy between IMCA's four technical divisions which survey companies, and the wider contractors, can benefit from. Recent collaboration between members of the Offshore Survey, ROV and Marine technical committees will result in IMCA producing guidance documents on shared use of ROV sensors for survey and shared use of positioning systems between DP and survey requirements. And another document on out of straightness surveys is on the way soon too. We hope this document will be a catalyst for wider discussion and interaction between engineering design houses and survey contractors.

"A major benefit of becoming an IMCA member is that it enables organisations to contribute and ensure unbiased technical guidelines. Membership consists of small and large organisations from major contractors

"You pay for a site investigation whether you do one or not."

through to suppliers. This diversity provides for well-rounded representation when producing guideline documents.

"The Annual Seminar is great for providing exposure to the other IMCA technical divisions: the plenary sessions are particularly good at providing a snapshot across a range of technical areas. It is a sociable event and allows you to network with your peers and counterparts in the other disciplines within the industry.

The shape of the industry

"There are a lot of challenges in the short to medium term within the industry. One of the mantras we often hear is 'The oil and gas industry needs to organise to standardise' – to organise to reduce cost and standardise to improve efficiency. But from a survey services perspective, I don't see standardisation as that desirable, and in many ways survey has suffered from it. Some clients have provided generic specifications for an activity without giving consideration to the objective of the specific project. In survey I feel we need to be more organised to *optimise*. Survey contractors need to engage and consult with our end clients to truly understand their project requirements.

"People need to look at survey and what it can do to make an operation more efficient in the long run. A small spend up front can mean significant saving further down the line. It is never too early to consult with survey experts in the planning stages of a project."

Fugro Survey Limited's focus is on offshore survey and positioning. From Aberdeen they operate four geophysical survey vessels, autonomous underwater vehicles and have a large pool of professional survey staff. This team undertakes positioning surveys on both Fugro and third party vessels, including drilling rigs, heavy lift crane barges, pipelay and ROV support vessels.



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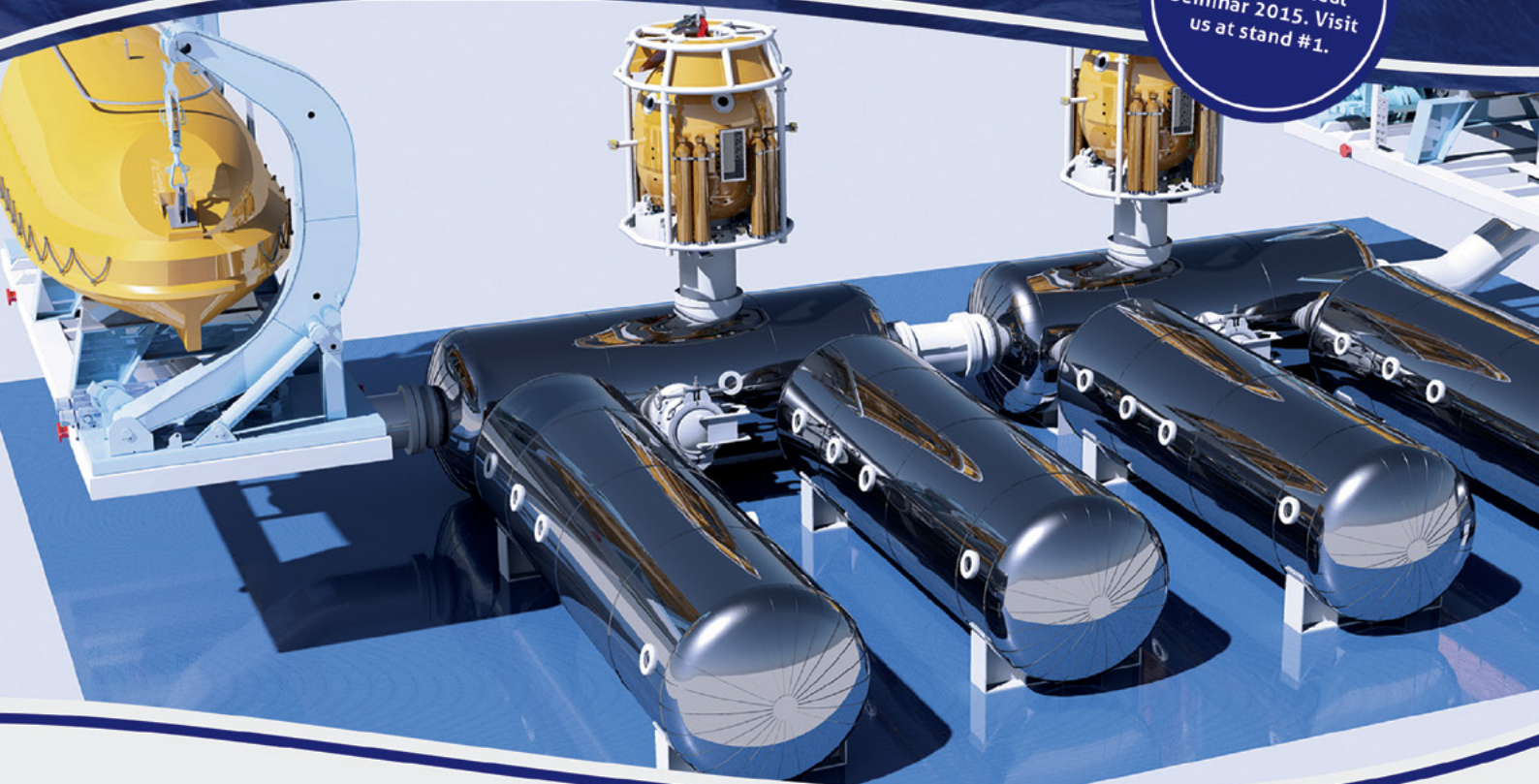
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