

IMCA DP PRACTITIONER ACCREDITATION SCHEME, MARCH 2021

Dear DP Accredited Practitioner,

Welcome to this 2nd DP Accredited Practitioner news bulletin. We are well into 2021 and regrettably, there is no let up with the issues we face in dealing with the pandemic. We continue to see many working lives brought to a halt and widespread shutdowns of normal life with impacts on surveying, auditing and inspecting for all. We at IMCA remain confident that we will all prevail with a large amount of patience, but there is no doubt that the new normal we will have to adjust to will be rather different to the one we left behind.

On a brighter more positive note, this bulletin marks just over 20 months of the accreditation scheme – launched on 1 May 2019 with the first set of exams held on 25 June 2019. The Accreditation Scheme was the output of a cross industry workgroup consisting of DP vessel owners/operators, training providers, DP consultants, major energy companies and relevant organisations.

This workgroup was tasked by IMCA's Marine Division Management Committee in 2018 to devise a scheme to improve consistency and conduct of DP Trials. Additionally, the scheme set an industry recognised level of knowledge for DP Practitioners responsible for developing, witnessing and reporting of DP Trials and those responsible for the management of the DP assurance processes.

20 months on and we wanted to provide our accredited practitioners with an update of some activities that we have been working on within IMCA and the DP Committee of IMCA and provide some details on what we are planning for the future.

Despite the pandemic and the early interruption to the examination programme, we have managed to run exams in most of our advertised locations during the second half of 2020 albeit with varying degrees of restrictions in place. Recently, we had to cancel our London, Aberdeen, Dubai and Rio exams due to second wave lockdowns, however we anticipate getting back to our normal examination schedule in Q2 2021. Our sincere thanks go out to those candidates that have remained flexible and our thanks of course to the exam centres who have readily adapted to new ways of dealing with hygiene and social distancing. In the meantime, we continue to have a steady stream of applications being received by our team in the Secretariat and these are now being processed more efficiently thanks to the introduction of a Microsoft Dynamics solution.

We continue to receive positive feedback from the industry about the scheme and about the many vessel owners / operators gladly adopting a policy of utilising IMCA DP accredited practitioners. There is still more to do in terms of continuing to communicate the benefits of the accreditation scheme and so we also ask for your assistance in this regard. Please continue to promote the scheme within your client base. As a reminder, the basic aims and objectives for the scheme are:

- Improve the consistency and conduct of DP trials;
- Set a recognised level of knowledge for DP practitioners responsible for developing, witnessing and reporting of DP trials, and those responsible for the management of DP assurance processes.
- Provide assurance that DP practitioners attending vessels for trials are accredited to a recognised standard;
- Provide assurance that personnel conducting DP assurance duties in both vessel operator and client offices are accredited to a recognised standard;
- Meet the requirement of the OCIMFs Dynamic Positioning Assurance Framework which calls for verification that shore based DP personnel and DP assurance practitioners are qualified, experienced and competent;

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- Assist DP trials practitioners and DP office-based personnel to maintain and increase their knowledge base.

Please stay safe during these continued turbulent times.

IMCA Secretariat

Marine DP committee update

The Marine DP committee of IMCA meets five times per year and has a busy agenda of topics under discussion at any point. The committee co-ordinates Marine Division work items relating to dynamic positioning, with the following objectives:

- Monitor, identify and implement (new) industry requirements for DP guidance;
- Provide expert advice to the IMCA secretariat when developing new and reviewing existing DP related IMCA documents;
- Provide expert advice to the secretariat during representation of the association with other organisations;
- Provide input to DP workshops at IMCA events;
- Review draft DP documents on behalf of the Marine Division Management Committee and prior to industry-wide consultation;
- Participate in new DP related initiatives;
- Advise on further improvement to the IMCA DP station keeping reporting scheme.;

The committee also has a group of “copy recipients” – a pool of individuals with a specific knowledge and or interest in DP matters. These copy recipients receive the minutes of committee meetings and are engaged to support the DP committee when a need arises, for example, the review and commenting on revised or new guidance documents. If you would like to become a copy recipient, please contact Andy Goldsmith, Technical Adviser – Marine

Since our previous newsletter, the DP committee and copy recipient group has been involved in numerous activities – some highlights are as follows:

- Publication of DP bulletin 03/20. This bulletin consists of three DP station keeping events all resulting in DP incident, plus a DP Emergency Drill Scenario. A great learning opportunity and it should act as a reminder that there is a vast number of DP events detailed within the DP Bulletins page of the IMCA website – accessible to members and non-members of IMCA:
- <https://www.imca-int.com/alerts/dp-event/>.
- Publication of DP bulletin 04/20 – again full of learning opportunities for the DP community. Like 03/20, this latest bulletin contains three DP station keeping events and a DP Emergency Drill Scenario.
- Revision of IMCA M250 Introduction to Hybrid Battery Systems for DP Vessels. This guidance document considers the different aspects, advantages, challenges and viability of using a battery storage system in a DP vessel – The document focuses specifically on battery storage systems connected to the main power system due to the popularity of this method of hybrid installation and this new revision addresses lithium battery safety considerations.
- Revision of IMCA M 103 Guidelines for the design and operation of DP vessels, and IMCA M 109 A Guide to DP related documentation for DP vessels. In both cases there has been very minor amendments and so these documents have been revised to a 0.1 revision rather than a revision reflective of a full document review and update. There were two reasons for the updates; the 1st (applicable to both guidance documents) to remove a historic reference to DP “mobilisation” trials. DP mobilisation trials (trials every time a DP vessel mobilised for a new client) used to be the norm in industry before DP annual trials became the recommended practice. The second change relates only to the DSV appendix of M 103 in relation to bus tie status. The sentence has been

slightly reworded to reinforce the discussion regarding the most robust and fault tolerant switchboard configuration.

- Revision of IMCA M 220 Guidance on Operational Planning, has been published representing a full review by the DP committee and a reordering of sections to make the flow of the guidance more logical. Similarly, IMCA M 203 Guidance on simultaneous operations (SIMOPS) has also been reviewed, revised and published.
- The 2020 Dynamic Positioning Station Keeping Annual Review IMCA M 256 is now published. Like last year, we have focused more on the top two causal factor categories and analysed the information further to provide sub categories to allow the fine tuning of learning opportunities. Despite the negative effects the pandemic has had on our industry, we are pleased to report a very healthy number of DP station keeping events reported to IMCA in the year. Thanks to all those vessel operators and owners that contribute to this valuable learning opportunity.
- A network storm workshop was held in early March where there were three engaging presentations looking at the causes and effects of network storms, an OEM perspective of network storms, and the learnings from a 3rd party network storm test on DP2 thruster control system. The event consisted of two workshop sessions and a presenter Q&A session. The output from the workshop has led to the creation of a workgroup which will develop guidance in this area. More to follow on this subject in the future.

As IMCA DP Accredited Practitioners, the secretariat strongly believes that you can provide invaluable input into the work of the DP committee. If you have any topics for suggestion that you feel IMCA or the DP committee should focus on, please contact ac@imca-int.com.

If you would like to become a copy recipient, please contact Andy Goldsmith, Technical Adviser – Marine andy.goldsmith@imca-int.com.

DPO Continuous Professional Development

The Nautical Institute are making very good progress in the effort to create a new continuous professional development application for DP operators. The app will be available across multiple platforms and the subject content will cover many aspects; operational, technical and mission specific, that DPOs face on a daily basis. The scheme was beta tested at the end of 2020 and a full launch is expected on 15th March. The support for the technical content of the app is provided by IMCA.

DP Station Keeping Event Bulletins

DP station keeping event bulletins enhance the traditional reporting and analysis of dynamic positioning station keeping events and incidents. They ensure that the industry is provided with prompt feedback, including anonymous factual event trees or case studies of events reported to IMCA. IMCA has been using the information from DP station keeping events to inform the creation and updating of guidance, to assist lobbying with the likes of the IMO, to produce annual station keeping event summaries to provide learning opportunities for the industry and, since 2014, has been producing specific event bulletins. To date, IMCA has produced over 80 specific bulletins and our team of DP accredited practitioners are encouraged to use these in the course of their business to ensure any learning opportunities are taken for the mutual benefit of our industry. These are available for review at <https://www.imca-int.com/alerts/dp-event/>.

Equally important is the sharing of learnings between DP accredited practitioners and so IMCA invites all our practitioners to use the DP event reporting scheme as a means of feeding back learning opportunities for the benefit of all. Practitioners are encouraged to use the DP station keeping event report form or their own format to inform the IMCA secretariat of events or any factors that they may experience that has the potential to affect station keeping of DP vessels. All information received will be treated with the upmost confidentiality and anonymity – something that is fundamental to the success of the scheme. Information can be uploaded at incidentreports@imca-int.com

DP Accreditation Scheme Continuous Professional Development

A key element for the ongoing success of the scheme is revalidation. Revalidation is important to the success of the scheme as it allows the candidate to demonstrate their ongoing experience, training and personal development. The revalidation process is based on the collection of an evidence portfolio over a three-year cycle, commencing as soon as the candidate is accredited (passes the exam).

Revalidation checks occur every three years; however, it is imperative that evidence is collected on an ongoing basis. Should the revalidation criteria be met, then accreditation status continues, and a revised certificate/ID card issued. Should the revalidation criteria not be met then the accreditation is removed from the candidate. Re-application and examination would then be required should the candidate wish to become accredited in the future.

As a reminder, the details of the revalidation can be found here:

<https://www.imca-int.com/download/17565/dp-practitioner-accreditation-scheme-revalidation-requirements.pdf>

DP Guidance withdrawal

The following guidance has been withdrawn from publication:

- M118 Failure modes of Artemis Mk IV – now incorporated into M 252
- M121 DP position loss risk in shallow water – now incorporated into M 252
- M131 Review of the use of Fanbeam – now incorporated in M 252
- M170 A review of marine laser positioning systems– now incorporated into M 252
- M174 Artemis Mark V– now incorporated into M 252
- M196 Design, selection, installation and use of UPS – now incorporated into M 206
- M209 Radascan– now incorporated into M 252
- M224 Radius relative positioning system– now incorporated into M 252
- M229 Mini Radascan– now incorporated into M 252
- M219 Example Specification for a DP FMEA – now incorporated into M 166

And Finally...

Meet one of our accredited DP practitioners and one of our Company DP authorities.

Joey Fisher IEng IMarEng MIMarEST AVI Managing Director, M3 Marine Expertise Pte Ltd

Joey Fisher has over 20 years of offshore marine engineering experience and is highly regarded in the DP FMEA authoring and DP Vessel Assurance fields. He is a Class 1 Marine Engineer and an IMCA Accredited DP Trials and Assurance Practitioner. He possesses a wealth of technical, operational and management experience in the Marine, Subsea and Offshore sectors.

Joey is a member of the IMCA Marine DP Committee and the MTS DP Sub Committee for Guidance and Standards, and he is the Chairman of the DP Asia Technical Committee. He devotes much of his spare time assisting with the development and review of DP related guidelines.

At M3 Marine Expertise, he leads a multidiscipline team of dedicated, solution driven project engineers and marine consultants.

Joey has developed and managed the concept design of complex DP vessels in recent years and has also worked in the capacity of expert witness in legal cases related to DP vessel design and DP FMEAs.

We are seeing that scheme is being increasingly recognised throughout the DP community, with an increasing number of major contractors and energy companies advising or insisting that DP trials are witnessed by IMCA accredited DP Trials & Assurance Practitioners. This is a recognition that the scheme is achieving its aims and gaining credibility.

Within M3ME, we have implemented the scheme internally and have put all our consultants through it. I believe most other companies who are involved in DP assurance processes have done the same or are now in the process of doing so. Since their accreditation, I have personally noticed a positive improvement in the work done by our DP Trials & Assurance Practitioners, accompanied with an improvement in their knowledge base. The revalidation process also encourages a healthy element of CPD.

I have also seen an improvement in the professionalism and knowledge base of DP focal points within DP vessel operating companies, for those individuals who have been through the scheme and achieved the Company DP Authority accreditation. However, these are few and far between and more work is therefore needed. I would encourage all DP vessel owners / managers to seriously consider engaging their personnel who are managing DP processes and interfacing with their Clients and DP service providers.

The DP system is a 'system of systems' and DP practitioners are therefore required to have a diverse knowledge base. The process of accreditation ensures that the individuals managing and providing DP assurance processes, have that knowledge base. This in turn contributes towards achieving predictable and incident free DP operations.

The objectives of IMCA's DP Practitioner Accreditation Scheme included setting a recognised level of knowledge and verification that shore based DP personnel and DP assurance practitioners are qualified, experienced and competent. It is evident from the success of the applications and the examination results, that the scheme is achieving these objectives. Despite IMCA M 249 providing clear guidance on the exam and its content in section 2.5, a significant portion of the applicants do not pass the knowledge assessment.

Graeme Lorenson, Company DP Authority

After leaving University with a degree in Electrical Engineering, I entered the DP world as a graduate auditor conducting trials and writing FMEAs. After a few years of vessel hopping, I moved across to the vessel owner side with Subsea 7. I have been in various DP and electrical roles within the vessel management side of Subsea 7 for 10 years and am now working as DP, Electrical and Control Systems Technical Authority.

Having achieved accreditation as a Company DP Authority, I see it as both a personal benefit and as a benefit to my company. There are plenty of technical courses and overview courses but none that ask you to drill into the DP guidance available. The accreditation scheme gives credence to professionals in the DP industry that has long been lacking, which allows you and your company to stand out as responsible vessel operators.

To pass the exam it is not as easy as turning up and clicking through the answers, it requires preparation to really familiarise yourself with the documents. This process offers individuals an opportunity to reset and solidify their knowledge base. Even if you work with DP regularly within your role, my advice is to not rest on your laurels and use this opportunity to deepen your understanding and enjoy the sense of achievement.

FOR FURTHER INFORMATION CONTACT IMCA:

Email: AC@imca-int.com or visit [IMCA DP Accreditation](#)