

Question	Answer
<p>How can we get engaged on IMCA South America activities?</p>	<p>Review the IMCA website for further information and to understand the South American Committee. (https://www.imca-int.com/committees/south-america/) Reach out to the Committee members or Andy Goldsmith (Andy.Goldsmith@imca-int.com)</p>
<p>Pergunta ao Diretor de Portos e Costas: Seria viável integrar dentro do processo de concessão do REB um processo de verificação da capacidade de treinamento da tripulação-chave DP do Armador? Visto que em 99% dos casos de "REBeamento" a embarcação é trazida ao Brasil por uma tripulação estrangeira, e após o REB a embarcação é 100% trocada por tripulação brasileira. Nesse caso é importantíssimo que o Armador garanta que tenha um programa robusto para treinamento e familiarização da tripulação, pois ela vai ser totalmente substituída.</p> <p><i>Would it be feasible to integrate within the REB concession process a process to verify the training capacity of the Shipowner's key DP crew? Since in 99% of the cases of "REBing" the vessel is brought to Brazil by a foreign crew, and after the REB the vessel is 100% exchanged for a Brazilian crew. In this case, it is very important that the Shipowner ensures that it has a robust program for training and familiarizing the crew, as they will be completely replaced</i></p>	<p>Em função dos aspectos legais que envolvem as regras para uma embarcação ingressar no REB, haveria a necessidade de avaliação sobre a proposta apresentada junto ao Tribunal Marítimo. Contudo, as alterações realizadas na NORMAM-13 para as operações com posicionamento dinâmico permitirão à Autoridade Marítima Brasileira as ferramentas adequadas para a fiscalização de qualquer embarcação operando em AJB, mormente quanto à capacitação e segurança dos marítimos.</p> <p><i>Due to the legal aspects that involve the rules for a vessel to join the REB, there would be a need to evaluate the proposal presented to the Maritime Court. However, the changes made to NORMAM-13 for operations with dynamic positioning will allow the Brazilian Maritime Authority the appropriate tools for the inspection of any vessel operating in AJB, especially regarding the training and safety of seafarers</i></p>
<p>What is the DPC position related to appendix 2 of IMCA? Technical course is only mandatory for electricians!?</p>	<p>We consider Appendix 2 of IMCA M117 Rev. 2 is very important for DP Technical Personnel once our final goal is safety and competence improvement. We intend to mention Appendix 2 in the next NORMAM-13 revision. According NORMAM-13/DPC, item 0124, alínea b - Beside the DP Operator, we define Key DP Personnel as the relevant personnel for DP Vessel Operation including master, OIM, Chief Engineer, Chief Engineer Assistant, 3rd Engineer and Eletrician. We established Appendix 3 and Appendix 5 as mandatory for all Key DP Personnel. However we encourage the company or vessel owners to provide the Appendix 2 training for DP Technical Personnel.</p>
<p>Are the DPC recommendations at the Portaria 373 follow exactly the recommendations of IMCA 117?</p>	<p>A Portaria 373/2019 da DPC foi um instrumento utilizado pela administração para configurar as mudanças ocorridas na revisão da NORMAM-13/DPC. Uma vez que a NORMAM-13 foi revisada, ela será a legislação a ser seguida. Em</p>

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	<p>uma leitura mais minuciosa da referida norma, observa-se que a Marinha do Brasil adota a IMCA M 117 Rev.2 como referência para suas diretrizes sobre treinamento dos Operadores de Sistema de Posicionamento Dinâmico, entretanto, a DPC como representante da Autoridade Marítima, estabelece seus critérios de acordo com a necessidade do serviço e o interesse da administração.</p> <p>DPC Ordinance 373/2019 was an instrument used by the administration to configure the changes that occurred in the revision of NORMAM-13/DPC. Once NORMAM-13 has been revised, it will be the legislation to be followed. In a more detailed reading of the aforementioned norm, it is observed that the Brazilian Navy adopts IMCA M 117 Rev.2 as a reference for its guidelines on training Dynamic Positioning System Operators, however, the DPC, as a representative of the Maritime Authority, establishes its criteria according to the need for the service and the interest of the administration.</p>
<p>Para LT Erika Lanes: Quais foram as principais alterações trazidas na revisão da NORMAM 13 relacionadas ao IMCA M117 e certificações dos marítimos?</p>	<p>A principal alteração trazida na NORMAM-13 relacionada ao IMCA M 117 Rev. 2 é a obrigatoriedade de familiarização do pessoal envolvido com a operação DP de acordo com os equipamentos dos seus respectivo(a)s navios/embarcações seguindo os apêndices 3 e 5 da IMCA M 117 Rev. 2 . Isso significa que os Armadores ou empresas de navegação serão responsáveis por treiná-los se certificando de que o treinamento aborde o conteúdo dos apêndices supracitados. Em se tratando de certificação STCW, ou seja, certificado de competência não haverá nenhuma alteração. Entretanto, é importante mencionar que os treinamentos estabelecidos como obrigatórios pela Autoridade Marítimos serão objetos de inspeção por parte dos oficiais de Port State Control.</p> <p>The main change introduced in NORMAM-13 related to IMCA M 117 Rev. 2 is the mandatory familiarization of personnel involved with the DP operation in accordance with the equipment of their respective ships/vessels following appendices 3 and 5 of the IMCA M 117 Rev. 2 . This means that Shipowners or shipping companies will be responsible for training them, making sure that the training addresses the content of the aforementioned appendices. In terms of STCW certification, that is, certificate of competence, there will be no change. However, it is important to mention that the training</p>

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	established as mandatory by the Maritime Authority will be subject to inspection by the Port State Control officers.
<p>We would like to know if the Brazilian Navy follow exactly the IMCA M 117 recommendations, principally considering "Portaria 373" by DPC in Brazil.</p>	<p>A Portaria 373/2019 da DPC foi um instrumento utilizado pela administração para configurar as mudanças ocorridas na revisão da NORMAM-13/DPC. Uma vez que a NORMAM-13 foi revisada, ela será a legislação a ser seguida. Em uma leitura mais minuciosa da referida norma, observa-se que a Marinha do Brasil adota a IMCA M 117 Rev.2 como referência para suas diretrizes sobre treinamento dos Operadores de Sistema de Posicionamento Dinâmico, entretanto, a DPC como representante da Autoridade Marítima, estabelece seus critérios de acordo com a necessidade do serviço e o interesse da administração.</p>
<p>Gostaria de solicitar que os treinamento para Supervisores e o retreinamento dos que já estão exercendo a função e que devem passar por esta reciclagem, fossem ministrados por escola Brasileira reconhecida IMCA</p> <p>I would like to request that the training for Supervisors and the retraining of those who are already in the position and who must undergo this recycling, be given by a recognized Brazilian school IMCA</p>	<p>At the present moment there are no schools in Brazil that have applied to become IMCA Supervisor Training facilities. Training is currently being delivered in Brazil by IMCA recognised facilities outside of the country. In due course, once the schools are able to demonstrate they can fulfil IMCA's requirements for training in terms of staff and experience, together with a solid working knowledge of our guidance and systems IMCA would have no hesitation of approving a training school should they wish to apply</p>
<p>Regarding Brazilian air dive supervisors training.</p> <p>Previously in Brazil, air divers were promoted to air dive supervisors position depending on senior supervisors, superintendents and managers criteria as well as dive companies internal process.</p> <p>As of April this year, with the last revision of NORMAM 15, divers need a formal training to be promoted to supervisors. This training needs to be provided by a Brazilian Navy recognized training centre. However, these training centres are not IMCA recognized yet.</p> <p>In order to comply with both, IMCA and NORMAM 15 requirements, will divers have to attend two different training programs?</p> <p>As IMCA so far shared only IMCA D0014 in Portuguese version, is there any plan to have IMCA documents in Portuguese to be provided to Brazilian divers non english speakers?</p>	<p>IMCA has only recently been made aware of this change. We have a solid working relationship with the Brazilian Navy and will open up discussions about this problem early in the new year.</p> <p>IMCA will explore the possibility of hosting the currently translated IMCA guidance on its website.</p>
<p>Is there any private training centre certified by IMCA?</p> <p>Any ROV centre certified by IMCA</p>	<p>IMCA only certify training courses, not the training centres. There are no ROV's centres certified by IMCA to deliver training</p>

Questions from IMCA SA webinar November 2021

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<p>Is there already any DPC planning for international certification for engineer officers to be mandatory? DPVM scheme.</p>	<p>Not yet</p>
<p>When audit in diving companies are carried out, we follow IMCA practices and in case of doubts, we rely on parties understanding.</p> <p>In case of doubt, which IMCA representative in BRAZIL could be consulted? For a better understanding of the parties, as is normally done in the case of NORMAM-15</p>	<p>The IMCA Secretariat lead is Andy Goldsmith, Technical Adviser – Marine, Andy.Goldsmith@imca.int.com.</p> <p>The rest of the committee members can be found on this page of the IMCA website. The South American IMCA Diving Division Committee Member is Michel Teicher who can also answer some questions relating to the compliance with NORMAN 15 in Brazil</p>
<p>1 – A NORMAM – 15 / DPC na revisão 3º tem no ITEM 0312 – item IV alínea tem: A) Requisitos para curso especial de supervisor de mergulho raso</p> <p>Requirements for a special shallow diving supervisor course</p>	<p>IMCA does not have a programme for shallow water diving supervisors</p>
<p>Há a possibilidade deste curso ser reconhecido pela IMCA, a fim de evitar que os supervisores façam 2 cursos no Brasil para qualificação de supervisores?</p> <p>There is the possibility of this course being recognized by IMCA, in order to prevent supervisors from taking 2 courses in Brazil for supervisor qualification?</p>	<p>IMCA does not have a programme for shallow water diving supervisors</p>
<p>How can we take the IMCA exam in Brazil?</p>	<p>Apply to IMCA, the first set of supervisor exams were undertaken on the 1st December 2021.</p>
<p>For Andy Goldsmith: How is the translation process of the IMCA publications to Portuguese?</p>	<p>With the assistance of Petrobras, a number of IMCA guidance documents have recently been translated to Portuguese, IMCA will explore the possibility of hosting all these translated documents on its website</p>
<p>Pergunta para kongsberg: Existe a oferta do curso destinado para o Dinamic positioning Vessel Maintainer Scheme hoje na Kongesberg?</p> <p>Question for kongsberg: There is a course offering for the Dynamic Positing Vessel Maintainer Scheme on Kongesberg today?</p>	<p>Yes, courses are available now!</p>

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For IMCA: Why is there today no recognized international certification for machine officers (technical DP) as there is for DP operators?	Both IMCA and the NI recommend completing appropriate training, but it is not for IMCA to enforce this requirement, it is more likely to be a client led requirement.
If possible, in order to complement the question, In the case mentioned, can non members send queries for IMCA as well?	Yes
The IMCA committee receives the notices of the diving accidents happened in Brazil ? How no members of IMCA can have access of the lessons leaned of these accidents?	IMCA safety flashes are freely available to all and are available from this page on the IMCA website
How can we keep the ROV Pilots and Supervisors recordings if we are not adopting the ROV Log Book in Brazil?	Any authenticated logbook should be suitable for recording operational experience the IMCA ROV logbook is however designed specifically for ROV operational personnel
The ROV works onboard of the FPSOs to perfors the Hull Inspections is new, Does IMCA have any guidelines specific of this operations from FPSO	UWILD (underwater inspection in lieu of dry docking) is now a recognised procedure. We have not yet produced any guidance and will raise this with the ROV committee.
<p>Lauder: Pela apresentação, entendi que a SISTAC hoje é um membro IMCA, porém por favor responder um sistema de equipamento é certificado e auditado pela IMCA na SISTAC ou se todos os sistemas de equipamentos de mergulho são certificados e auditados pela IMCA, considerando todos os contratos e qualquer cliente no Brasil?</p> <p>From the presentation, I understand that SISTAC is now an IMCA member, but please respond if an equipment system is certified and audited by IMCA at SISTAC or if all diving equipment systems are certified and audited by IMCA, considering all contracts and any customer in Brazil?</p>	Not sure this question is fully understood, however, IMCA ensures that during our membership audit process that the applicant company has a suitable system to ensure that any plant and equipment used on a worksite is fit for purpose and safe to use.
For Andy Goldsmith: DPO CPD learning programme of IMCA can be also used for Chief Engineer, 1st Engineer and electricians?	Yes, the CPD App is suitable for all Key DP personnel
Regarding appendix 2 of IMCA M117, I understand that this recommendation to take the course at the manufacturer/supplier is indicated for electricians and electronics. The training of key DP technical personnel recommended in appendix 3 is a familiarization but does not mention the needs to be done at the manufacturer. Could the IMCA chairman talk about this both appendices and explain the main issue of them? Do you see the need of appendix 3 to be done at the manufacturer?	Appendix 2 is specifically referring to personnel responsible for maintaining the DP control system. Key DP personnel who are not specifically responsible for maintaining the DP control system are recommended to complete a familiarisation course as outlined in appendix 3
There are some certification or specialization to ROV systems to improve the operations subsea in the IMCA?	The ROV committee are currently looking at a scheme to accredit training schools (Along similar lines to the Divers) and offer approved certificates. Watch this space, Andre Rose