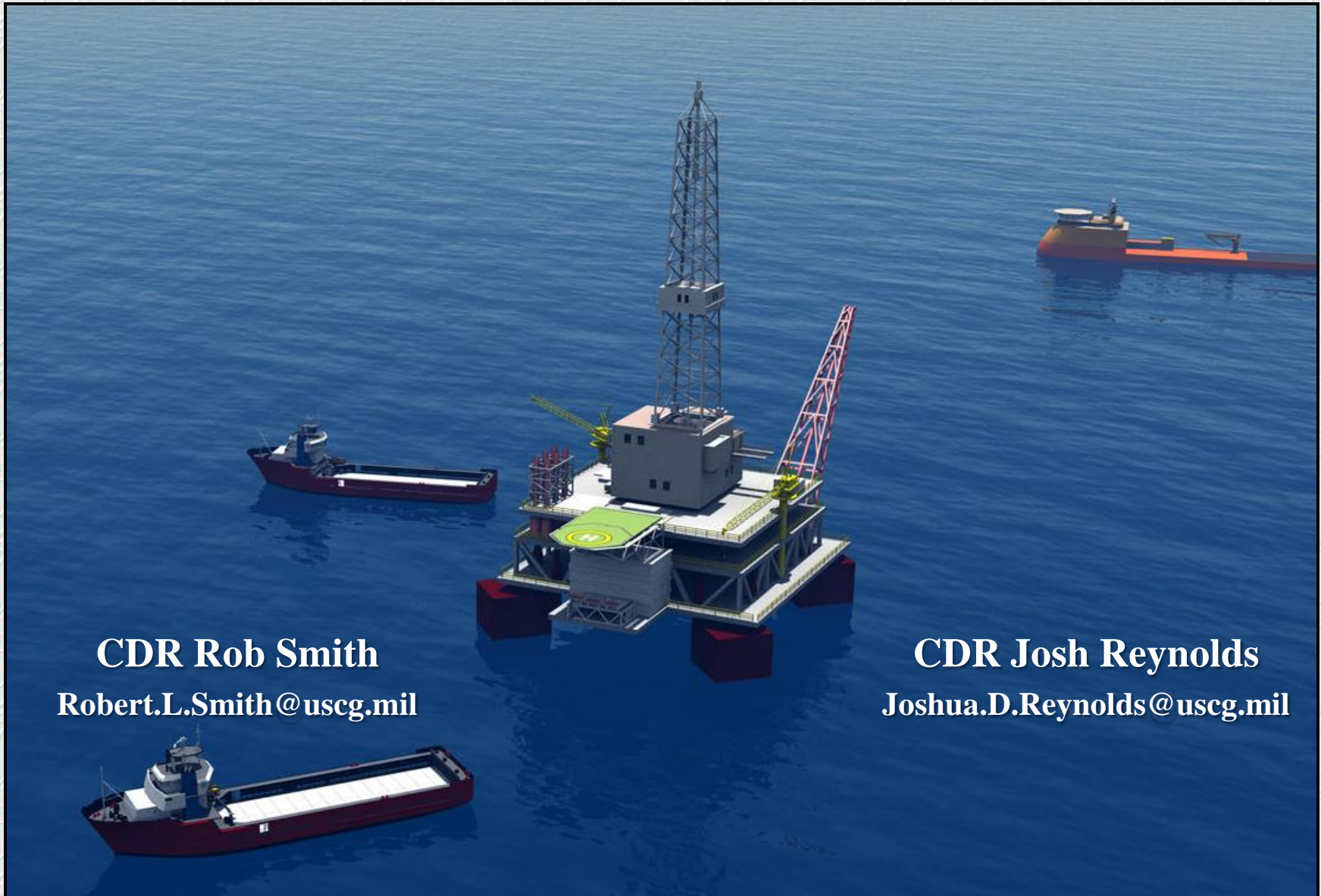




# DP Operations - Coast Guard Perspective



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# Shared Goals



- Incident free execution, reduce marine casualties
- Enhanced training & competency
- Balance safety and facilitating commerce



# Bottom Line Up Front



- CG oversight **now** under existing authority
  - Policy out, more on the way
  - NCOE training inspectors
  - DPS check during exams, must operate “as advertised”
  
- DP standards considered for future regulations
  - National Offshore Safety Advisory Committee recommendations
  - Industry input: DP Conferences, Trade Events and Seminars
  - Strong commitment to “Getting-It-Right”



# Coast Guard Authority & DP Design Policy



Resolution A.1023(26)

## CODE FOR THE CONSTRUCTION AND EQUIPMENT OF MOBILE OFFSHORE DRILLING UNITS, 2009 (2009 MODU CODE)

### 4.13 Dynamic positioning systems<sup>14</sup>

Dynamic positioning systems used as a sole means of position keeping should provide a level of safety equivalent to that provided for anchoring arrangements.<sup>15</sup>

<sup>14</sup> Refer to Guidance for dynamic position system (DP) operator training (MSC.1/Circ.738/Rev.1).

<sup>15</sup> Refer to the Guidelines for vessels with dynamic positioning systems (MSC/Circ.645).



MSC/Circ.645  
6 June 1994

## GUIDELINES FOR VESSELS WITH DYNAMIC POSITIONING SYSTEMS

2.2 The equipment classes are defined by their worst case failure modes as follows:

- .2 For equipment class 2, a loss of position is not to occur in the event of a single fault in any active component or system. Normally
- .2 Any normally static component (cables, pipes, manual valves, etc.) which is not properly documented with respect to protection and reliability.

- Existing regulations address MODUs, FPSOs
- MODU Code “anchoring equivalent”
- Other vessels/operations need regulations



# ***“anchoring equivalent”*: what’s that?**



## ■ DP Equipment Class 2

- Single failure should not result in loss of electrical power
- Electric power comes back automatically?
- You should NOT “lose position”



# What does “losing position” mean?

- Predefined, operationally dependent
  - certain operations more critical than others
- Captured in consequence analyzer?







# CG Policy: DP Operations



- DPS equipped = self propelled
- DPS operation = underway
- February 2011 CG legal memo

U.S. Department of  
Homeland Security 

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Coast Guard 

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Fax: (202) 372-3966

16712  
11 Feb 2011

**MEMORANDUM**

From: S. D. Poulin, CAPT  
COMDT (CG-0941)

Reply to: CG-0941  
Attn of: Stephen Hubchen  
2-1198

To: CG-5

Subj: POTENTIAL LEGAL ISSUES ASSOCIATED WITH VESSELS EMPLOYING  
DYNAMIC POSITIONING SYSTEMS

Ref: (a) 46 U.S.C. Parts B, E, and F  
(b) 43 U.S.C. Subchapter III  
(c) 46 C.F.R. Subchapters B, I-A and N  
(d) 33 C.F.R. Subchapter N  
(e) NVIC 8-68



# CG Concerns: DP Operations



- Safe Manning Levels
- Watch Structure
- DPO Training/Certification



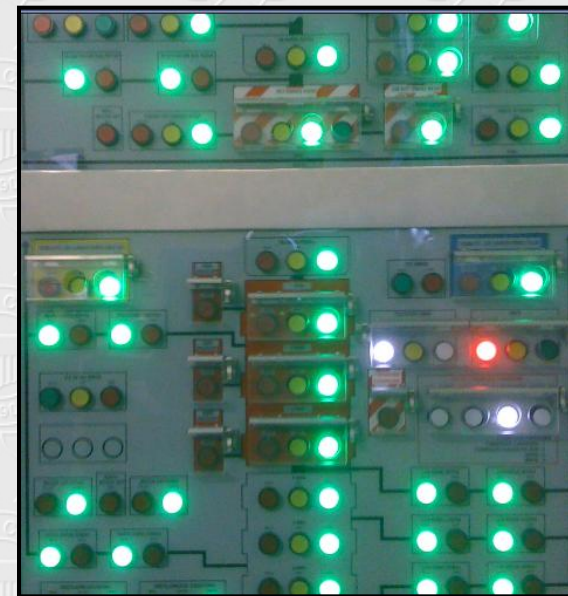
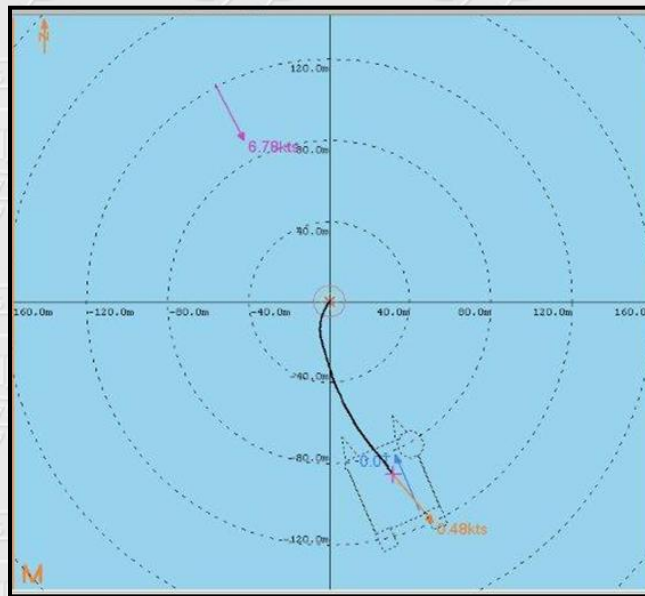




# DP – Safety Gaps / Casualties



- Master/DPO training, ability, authority to use EDS
- Loss of power: single failure / closed bus
- Failure to auto-recover electrical power
- PRS error drive / drift offs





# Industry Input: NOSAC



- DP standards considered for future regulations
  - National Offshore Safety Advisory Committee recommendations
  - Next meeting November 15, 2011, Clear Lake, TX – Hilton Clear Lake

**We need your participation & input!**



# Take Away



- CG oversight **now** under existing authority
  - Policy out, more on the way
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# *DP Operations - Coast Guard Perspective*



# Questions?

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