



CHAIRMAN'S REMARKS

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The Offshore Technology Conference Houston is coming up soon. This is when we meet to decide what abstracts to accept for the DP Conference. Every year there is a good turnout for this meeting, and we have a wide demographic that helps us see the wisdom in each abstract. Last year we had an especially fortunate set of abstracts, which paid off at the conference with many great papers. We hope for the same this year. [The deadline for abstracts is April 30th.](#)

Since our last newsletter we [posted two new "Learning from Incidents"](#), which share knowledge about actual DP incidents. If vessel crews review these they may find their vessel DP risk can be improved by relatively simple changes. For one of these incidents cross connections were found to be the root cause. Cross connections are frequent contributors to serious incidents that exceed Worst Case Failure. That history prompted the development of two TECHOPs about cross connections, CROSS CONNECTIONS and CONTROL POWER SUPPLIES AND AUTO CHANGEOVERS. The other new incident report is about original mistuning of a vessel's diesel/generator governors that never became visible until they experienced a high environment. Though governors are frequent contributors to DP incidents this one was quite unusual and it is recommended reading.

The first MTS DP COMMITTEE facilitated workshop event in Europe was conducted on the 11th and 12th of April in ABERDEEN, SCOTLAND at the offices of DNVGL. The level of interest in the workshop by the DP Community in Aberdeen was evidenced by the full attendance and by a high level of active participation at the workshop. The topics for this workshop were chosen by the sponsors for their significance and relevance to activities being carried out offshore Europe. The response to the workshop by the participants was strongly positive and there was support for such workshops in the future. Thanks to the workshop facilitators Suman Muddusetti (CHAIRMAN MTS DP SUB COMMITTEE ON GUIDANCE AND STANDARDS - SHELL INTERNATIONAL EXPLORATION AND PRODUCTION), and Dr Steven Cargill (MEMBER MTS DP SUB COMMITTEE ON GUIDANCE AND STANDARDS - DNVGL, TECHNICAL AUTHORITY FOR DP). We also thank the workshop sponsor DNVGL and the dinner sponsor MAC.

I hope to see you at OTC.

Best regards,

Pete Fougere
Chairman

MAJOR MILESTONE FOR DP IN IMO 645 UPDATE

BY SUMAN MUDDUSETTI

The update of IMO 645 reached a significant milestone when it was approved by the SSE 4 Sub-Committee. The decision to include Activity Specific Operating Guidelines (ASOG) and Well Specific Operating Guidelines (WSOG) is a significant step for the DP community.

The Correspondence Group set up to work on the “AMENDMENTS TO THE GUIDELINES FOR VESSELS WITH DYNAMIC POSITIONING (DP) SYSTEMS MSC/CIRC.645)” submitted their work product by way of a report to the Sub Committee at SSE 4 conducted at IMO between 20th and 24th March 2017. MTS DP Committee served as the Technical Advisors to the USCG, representing the US at SSE 2, SSE 3 and SSE 4 of IMO.

The SSE 4 Sub-Committee approved the report in general and, in particular:

- Endorsed the recommendation that the application should be provided in the preamble of the draft Guidelines, including the recommendation to apply the operational part of the Guidelines to all vessels and units.
- Agreed that the original Guidelines for Vessels with Dynamic Positioning Systems (MSC/Circ.645) should still be in effect for existing ves-

sels and units to which they apply.

The Sub-Committee endorsed the draft Guidelines for submission to MSC 98 with a view to approval and the decision taken at SSE 3 that the Guidelines should be issued as a new set of guidelines and not as amendments to the original MSC/Circ.645.

The sub committee unanimously endorsed the application of the operational part of the guidelines to all vessels and units. Activity Specific Operating Guidelines /Well Specific Operating Guidelines are a key inclusion in the operational part. Reference to ASOG/WSOG both by definition and inclusion in the operational part is a significant step for the DP community as implementation and use of such decision support tools have delivered predictable outcomes of delivery of incident free DP operations. Such decision support tools and a focus on the Industrial mission and the consequence of a loss of position has been the cornerstone of the guidance provided by the MTS DP Committee. The guidance provided by the MTS DP committee and the focused workshops delivered globally enable the development of quality ASOG/WSOG.

SUB-COMMITTEE CHAIRPERSON SPOTLIGHT

THOR HAARSETH

HAARSETH DP & MARINE SERVICES LLC.

Thor Haarseth has over 20 years of international experience in Marine & Offshore industry and is recognized as a subject matter expert in DP, FMEAs and associated trials.

Thor graduated in 1994 from Trondheim and Sør-Trøndelag University College with a B.S. in Materials Technology. He then served as an engineer in the Royal Norwegian Navy for four years.

In 1998 Thor started working for Maritime Well Services AS in Norway as a Coiled Tubing Engineer. He worked onshore and offshore planning and coordinating Coiled Tubing and Nitrogen operations.

Thor became a Marine Advisor in 2000 for Global Maritime AS in Norway. For 10 years, he conducted third party verification and consultancy work for shipyards, ship owners and oil companies. Thor prepared and conducted Failure Mode and Effect Analysis (FMEA) for vessels with and without Dynamic Positioning (DP) systems (offshore drilling facilities, offshore vessels and non-offshore vessels such as passenger vessels).

In 2010, Thor became the DP and Marine System Manager for Global Maritime Americas, establishing a risk assessment group for Global Maritime in Houston. He performed FMEA and trials activities for offshore drilling facilities and offshore vessels. He also consulted and provided vessel inspections for DP vessel upgrades to meet class regulations, IMO and IMCA guidelines.

Thor started working for BP Americas in 2011 as a Marine Advisor for Gulf of Mexico (GOM) safety and operational risk. He was recognized in the group for safety performance.

In 2014, Thor worked as a FMEA Manager at Baker Marine Solutions LLC in Louisiana. He performed DP FMEA and trials activities for offshore drilling facilities and marine vessels.

Since 2015, Thor has been working as Marine Consultant and owner of Haarseth DP & Marine Services LLC.

Thor is an accredited CMID vessel inspector by International Institute of Marine Surveying (IIMS) on behalf of IMCA. He is also accredited as auditor for the Offshore Supply Vessel Dynamic Positioning Authority (OSVDPA) and as an OVID inspector by OCIMF.

In his spare time, Thor is volunteering as a firefighter with Klein Fire department. Thor likes to spend time on his East Texas property on the weekends, relaxing and enjoying nature. Although it is not the same as being in the forest or on the coast in Norway, it's still nice to get away from the city.

DYNAMIC POSITIONING HISTORY

The inspiration for starting a DP history subcommittee came about because of the observation that many of the pioneers are no longer available and their detailed knowledge of the early days is no longer accessible. So it was considered important to capture what we could of the history of DP. Doug Philips and Michelle Adams took up the challenge and you will see their work on the website. They provided a great start. But there is more to the story. Now that Doug is stepping down we are looking for a volunteer to take on the History story-book.

If you are interested please respond to info@dynamic-positioning.com



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