

## **Abstract 002 – Shell Projects and Technology**

### **MTS DP Conference 2018 - Thrusters**

#### **Title – Panel Session - Addressing ‘Unwanted Thrust’**

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The DP Committee of the Marine Technology Society recently published a Learning from Incident (LFI) that was submitted on a DP loss of position incident involving a Diving Support Vessel which occurred when a controllable pitch propeller (Also used for main propulsion) failed to full ahead causing ~70m drive off. By good fortune, the drive off occurred just before diving operations commenced and there were no consequences beyond the time lost to restoring confidence in the fail-safe condition of the thrusters.

This LFI has got the attention of Operators through the aegis of the Diving Sub Committee of IOGP and has resulted in discussions which are ongoing amongst Operators, Propulsion Equipment Manufacturers, Classification Societies, Independent third party verifiers etc. One of the members of the IOGP diving subcommittee has embarked on a focused approach to addressing this issue which has been shared with the other operators. Given the potential consequences to personal safety and asset damage there appears to be a heightened awareness and focus.

This is an opportunity to engage the IOGP diving subcommittee membership (usually from Operators such as BP, CHEVRON, TOTAL, EXXON MOBIL, SHELL etc.) and make them aware of the efforts that the MTS DP Committee is undertaking to deliver incident free DP operations.

It is proposed that a facilitated panel session be considered for an open discussion and potential way forward. Panel to be comprised of:

- IOGP Representative (1)
- Representatives from the two major Classification Societies (2)
- Propulsion Equipment Manufacturer (1)
- DP Control System Provider (1)
- Independent 3<sup>rd</sup> Party Verifier (1)