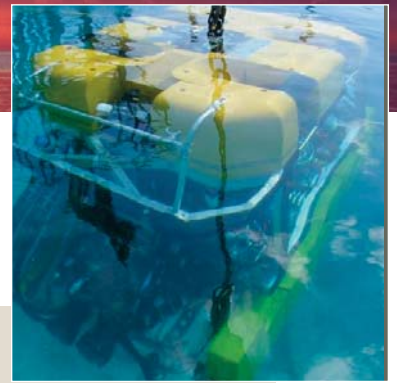


I want to be a ...

# ROV PILOT/TECHNICIAN

the facts



IMCA members are often involved in the use or manufacture of remotely operated vehicles, underwater robot vehicles connected to a mother ship by some form of umbilical.

Such vehicles are widely used for a broad range of activities, in many cases instead of divers. Some of their uses are: inspection and monitoring of underwater equipment; operation and maintenance of valves and other moving parts on subsea manifolds; trenching for submarine cables and pipelines; video observation of divers and inspection of underwater equipment and pipelines.

ROVs are being used at greater and greater depths, far beyond that at which divers may operate. Some of our members have ROV equipment for use at 3000m below sea level. All ROVs are very complex pieces of equipment, often weighing several tons when out of water and considerable technological and engineering challenges are involved in operating them.

## ■ Education and Qualifications

Employers normally require ROV personnel to have a good background in electronics or hydraulics. Experience with pneumatics, plant maintenance or electrical or mechanical engineering may also be of interest to prospective employers. Candidates who do not have formal qualifications (academic, trade or in the armed forces) in one of these areas are unlikely to be considered.

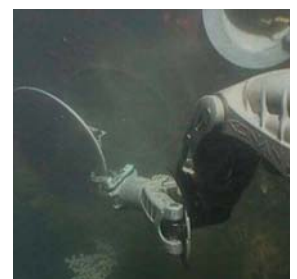
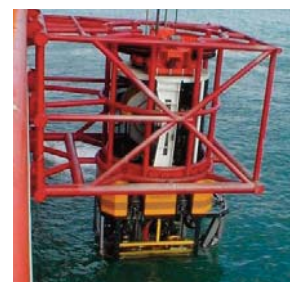
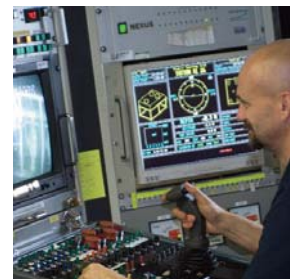
## ■ Skills and Training

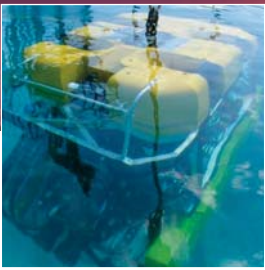
Generally there are no statutory requirements for ROV personnel to have particular qualifications. However, IMCA has published guidance entitled *Entry level requirements and basic introductory course for remotely operated vehicle (ROV) personnel* (IMCA R 002, as revised) which may be regarded as an appropriate minimum standard.

Training courses are available at a number of schools which allow newcomers to the industry to learn the basics and hopefully to comply with at least IMCA R 002. However, none of these courses is formally required as a prerequisite by any employers, and they will normally not be accepted as a basis for employment unless the person has the sort of background and qualifications described above. IMCA recommends that individuals discuss their own employment prospects with contractors before going on a training course.

Many of the larger ROV contractors train personnel in-house, allowing them to focus training on a particular area of commercial interest. A number of independent training establishments offer more general or other specialised training.

To work offshore in any capacity it is usually necessary to complete a basic offshore safety induction and emergency training (BOSIET) course. This generally includes first aid, safety at sea, the basics of fire and fire fighting and helicopter underwater escape training (HUET). In many regions, someone who has not successfully completed a course of this nature will not be permitted to work offshore





I want to be a ...

# ROV PILOT/TECHNICIAN

## ■ Further information

There is no world-wide approval system for training providers, Training Establishment (S\*) members of IMCA's Remote Systems & ROV Division have access to all relevant guidance to help develop appropriate training courses.

See our website at [www.imca-int.com/members](http://www.imca-int.com/members) for the full listing and links to a number of such companies

Also available from IMCA:

### ***I want to be ...***

- Deck/engineering officer
- Diver
- DP operator
- Geophysicist
- Life support technician
- Offshore engineer
- Project manager
- ROV pilot/technician
- Surveyor
- Survey data processor
- Survey engineer/technician
- Technician

### **plus:**

- *My story* case studies
- *Make the move* guides
- *In depth* feature articles

and much more online at:  
[www.imca-int.com/careers](http://www.imca-int.com/careers)

Rev. 1 - January 2009

