



# DP Station Keeping Event Report Form

Revision July 2016

## Reportable station keeping event

This report should be completed on the following occasions:

- **DP incident**- A major system failure, environmental or human factor which has resulted in loss of DP capability
- **DP undesired event** – A system failure, environmental or human factor which has caused a loss of redundancy and/or compromised DP capability
- **DP observation** - An event that has not resulted in a loss of redundancy or compromised DP operational capability but is still deemed worthy of sharing

## DOCUMENT DETAILS AND ISSUE RECORD

(This highlighted section is treated by IMCA as highly confidential)

Vessel	
Location	
Client	
Date of event	
Reported by	
Rank/Rating	

## 1 Operation

DP Event Type	
IMO DP Equipment Class	
Region	

Please return the completed form to:

IMCA, 52 Grosvenor Gardens, London SW1W 0AU, United Kingdom

E-mail: [DPeventreports@imca-int.com](mailto:DPeventreports@imca-int.com). Tel: +44 (0) 20 7824 5520 Fax: +44 (0) 20 7824 5521

## 2 Environment

Initial Heading Set Point (deg)		Water Depth (m)	
Significant Wave Hgt (m)		Visibility	

Wind Speed (kts)		Direction from (deg)	
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Current Speed (kts)		Direction to (deg)	
DP or Real Current (tick box answer one or the other)			<input type="radio"/> DP Current <input type="radio"/> Real Current

Swell Hgt (m)		Direction to (deg)	
Swell Period (Secs)			

## 3 Equipment Status

	DP	PMS
Control System type		
Manufacturer		

Bus-Tie(s) status & number of redundant groups		
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	Total Fitted	Running and Selected to DP	Available not selected
Thrusters (inc. Main props)			
Generators			

Position Reference Systems			
Type	Total fitted	Selected to DP	Available not selected

Sensors			
Type	Total fitted	Selected to DP	Available not selected
Gyro			
MRS/VRS			
Wind			

**4 Sketch (Vessel outline, environment, heading, location of position references and underwater assets) Sketch attached**

**5 Sequence of Events**

Include detailed summary and timeline starting from operations prior to event and concluding once a point of safety is reached

**6 Numerical Description**

Distance of uncontrolled movement	
Duration of event	
Time to regain control of the vessel	
Maximum riser angle (Drilling) - (deg)	
Disconnect distance (Drilling)	

**7 Event Findings & Corrective Actions**

Initiating event:		
	<b>Cause category, choose from list</b>	<b>Additional information</b>
Main cause		
Secondary cause		

**Potential causal or contributory factors (see completion instructions)**

Human Factors that were identified as causal or contributory to the event:

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Processes & Procedures that were identified as causal or contributory to the event:

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Equipment & Design that were identified as causal or contributory to the event:

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<b>Actions taken to date (Yes/No please select from menu)</b>	
Reported to shore management?	
Repair required?	
Software modification required?	
Report submitted to supplier?	
Procedures modified?	
Standing instructions such as Activity Specific Operating Guidelines (ASOG)/Well Specific Operating Guidelines (WSOG) modified?	
Additional training conducted?	
Additional alarm installed?	
Warning label or sign fitted?	
Has the event been closed out with a satisfactory conclusion?	
Have lessons learnt been shared internally?	
Have lessons learnt been shared externally?	

**8 Comments (Additional actions taken and details not fully covered in the report)**

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**9 Attachments (tick if included)**

Activity Specific Operating Guidelines (ASOG)/Well Specific Operating Guidelines (WSOG)	<input type="checkbox"/>
Damage report	<input type="checkbox"/>
DP event investigation report	<input type="checkbox"/>
DP history station printout	<input type="checkbox"/>
DP screen dump	<input type="checkbox"/>
Sketch	<input type="checkbox"/>
DP system alarm print out	<input type="checkbox"/>
Failure report	<input type="checkbox"/>
Malfunction report	<input type="checkbox"/>
Power Management System PMS alarm printout	<input type="checkbox"/>
Supplier service report	<input type="checkbox"/>
Weather forecast	<input type="checkbox"/>
Other 1	<input type="checkbox"/>
Other 2	<input type="checkbox"/>
Other 3	<input type="checkbox"/>

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## Completion Instructions

IMCA DP station keeping event reporting is secure and confidential, the reports are used to provide anonymous information to the DP industry so as to improve the overall safety of DP operations.

This form is used to record DP station keeping events as categorised on the front of the form. It is also used as a method of reporting actions after the event and following investigation. Please fill in as much detail as is available at the time of reporting.

Examples of DP station keeping events:

### DP Incident:

- A thruster fails incorrectly and acts as an undesirable force on the vessel, resulting in the loss of station keeping.
- The DP network has failed with errors and all control is lost, the main DP system has lost position keeping capability.
- Incorrect setup of an auxiliary system causes transfer of a fault on both redundancy groups.
- A blackout leads to loss of position.

### DP Undesired event:

- Failure of a DP Controller causing a loss in redundancy in the main DP system.
- A position reference has a valid signal input with interference and is not rejected.
- A partial blackout, vessel holds position but has no redundancy.

### DP Observation:

- Failure of a thruster which does not result in a loss of redundancy
- Circuit breakers in a distribution panel are incorrectly labelled.
- An incorrect alarm description appears on the DP system causing momentary confusion.

Answering the following questions may assist completion of potential causal or contributory factors in section 7

### Human Factor:

- Has there been a need to modify the content of drills or exercises related to DP operations?
- Has there been any causal or contributory factors identified related to training, familiarisation and competency?
- Did communication issues play a part in the event (change of shift / mode control from different locations / understanding of instructions given / etc.)?

### Processes & Procedures:

- Was there any requirement to modify DP specific documentation as a result of the event? (DP ops manual / checklists / ASOG/WSOG / FMEA / proving or annual trials / field entry checklists or trials)
- Was the critical or task appropriate mode of operation appropriate or considered?
- Did the vessel's mission cause any contributory factors to the event (e.g. pipelay tensions, gangway inputs, regenerative loads, wind blockage, other external forces, etc.)

### Equipment & Design:

- Were there issues with independence or segregation of otherwise redundant components or systems?
- Did protective devices and systems not operate as designed or specified?
- Were there issues with incorrect or lack of alarms?
- Was there a need to modify or add any maintenance regimes?
- Were there any requirements to modify or update software for any systems?