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## Argentinian Coast Guard given training on new ROV

A team from the Argentinian Coast Guard, Prefectura Naval Argentina (PNA), has completed onsite training on an ROV recently purchased from Mariscope Meerestechnik, Germany.

The ROV, based on the Comander MK II model, has been equipped with a number of special instruments, as well as with two hydraulic manipulators provided by Hydro-Lek, UK. “The ROV has been specially adapted to PNA’s requirements in order to carry out different kinds of operations related to incidents in navigation and complementing diving operations,” said Mariscope.

The training was carried out on a PNA vessel near the city of Puerto Madryn, Patagonia.



PNA's Comander MK II ROV

“Several skills had to be fulfilled by the pilots, such as underwater search and recovery, underwater cutting, sonar navigation and others,” Mariscope said. “The ability to cut wires and ropes underwater was one of the main focuses of the training. The recovery of a simulated drowned body from a ship wreck was also carried out successfully.”

The training was carried out by personnel of Mariscope Argentina and Mariscope Chile and a team of 11 divers from PNA.

## DIVING SYSTEMS

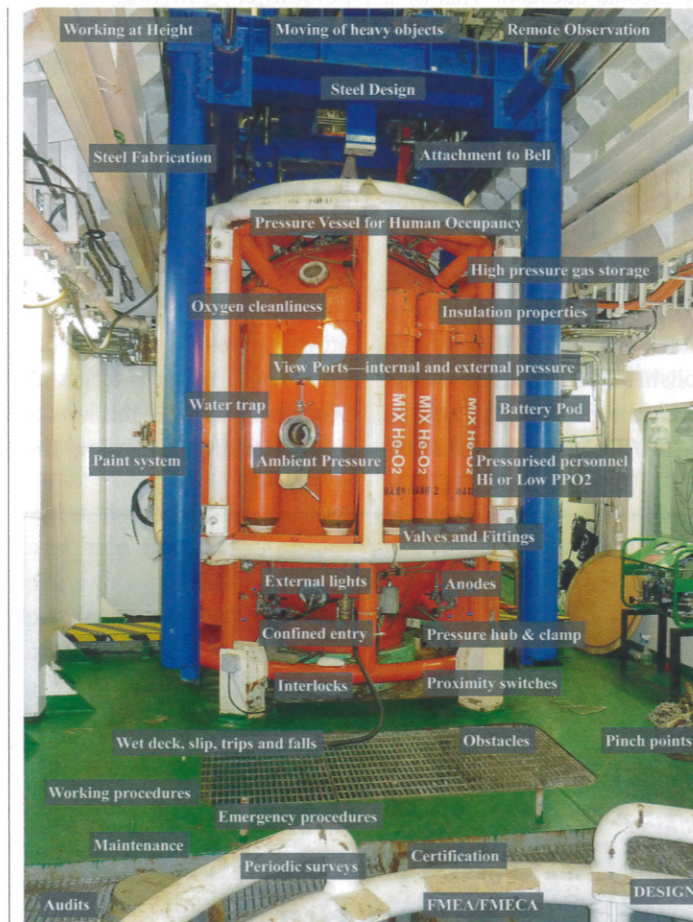
# Assurance awareness

The advent of diving system assurance – audits/ Failure Mode Effect Analysis

In recent times, the process of Failure Mode Effect Analysis (FMEA)/Failure Mode Effect Critical Analysis (FMECA) has become more of a requirement when looking at diving system assurance, writes KB Associates Pte Ltd (KBA), Singapore. Where in the past documents such as Design audits or FMEA/MECA were produced and accepted on face value, increasingly these days the content is more closely scrutinised.

The International Marine Contractors Association (IMCA) produces a great deal of industry guidance and best practice documents, while national governing authorities and class societies provide rules and/or regulations. Even following these alone is not the complete assurance process. The process often includes individual behavioural aspects or engineering requirements as well as trade standards such as British Standards International (BSI), International Organisation for Standardisation (ISO) or American Society of Mechanical Engineers (ASME).

KBA has, over the past ten years of operation, conducted



Example of diving bell compliant requirements

more than 700 such audits and has taken a lead in conducting the FMEA/FMECA process by developing its own software that assists the FMEA team members in identifying the system and components that require assessment. Then, using the input data from the team members, the failure modes and criticality of the system/component is formulated and resultant data sheets are produced. This data is then used to ‘test’ the system/component to ensure the failure results are as expected; these are then

documented. The test is the all-important function that is missing from many FMEA/FMECA documents in today’s industry. Significant effort to gain reader acceptance, understanding and ‘buy in’ has been put into the design of the document, with a clear message that this document is for growth in a live environment and needing the input of those working the system.

To complement this development in assurance awareness, KBA Training Centre offers a diving system assurance

► course as a one-, three- or five-day intensive and interactive training experience which requires the participation of the students who at first have their eyes opened to the width of the task, take on a mini audit, discuss the process and finally randomly review safety alerts. From the newly appreciated understanding, they seek to consider the if/could question. That is, "if an already in place document were used prior to the event, could an introduced process have prevented the occurrence".

## UNDERSTOOD

It might seem nothing new, however it is clear that the process has not been previously understood by all. Documents holistically termed 'Assurance' (including Design audits, FMEA/FMECA, generic risk

assessments, etc.) are stacked neatly on shelves and not touched until the next audit requirement – be it annually or by client request. Oil and gas clients have realised this and have embraced a training approach, but they are not the only ones; contractors have embraced this process as it builds in awareness to their personnel, contributing to a safer and more efficient work environment. Even individuals are seeking attendance on such courses, indicating that they too are seeing this recognised awareness as a necessary string to their competence development.

With more than 100 people having attended the training providing positive course feedback, KBA's target is to get all personnel to achieve this level of understanding, keeping the

process alive and functioning. Tim Fraser, diving superintendent of Technip UK, comments: "The course is well presented and very informative. It has met my expectation and improved my knowledge in my profession. The trainer understands his subject and is able to communicate and transfer his know-how really well. Throughout my 36-year career in diving, there are only a few training courses that have stayed in my mind, and this Diving System Assurance Training is one of which is very relevant."

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## Gavia delivers second AUV to UTEC Survey

Teledyne Gavia, Iceland, reports the sale and delivery of a second Gavia AUV to UTEC Survey of Houston, Texas, USA, to be used for commercial survey applications.

In mid-2011, UTEC Survey received its first Gavia AUV. UTEC conducted successful initial surveys utilising the Gavia in South America in the autumn of 2011. A second Gavia vehicle was ordered soon after.

"UTEC is committed to investing in the best equipment and the most recent technology to offer our customers the highest level of service. We continue to work closely with Teledyne Gavia and others to develop new modules and enhance the capabilities of these class-leading AUVs," said Ken Adams, UTEC's chief technology officer.

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