



NWEA , North West European Area Guideline Status version 2.

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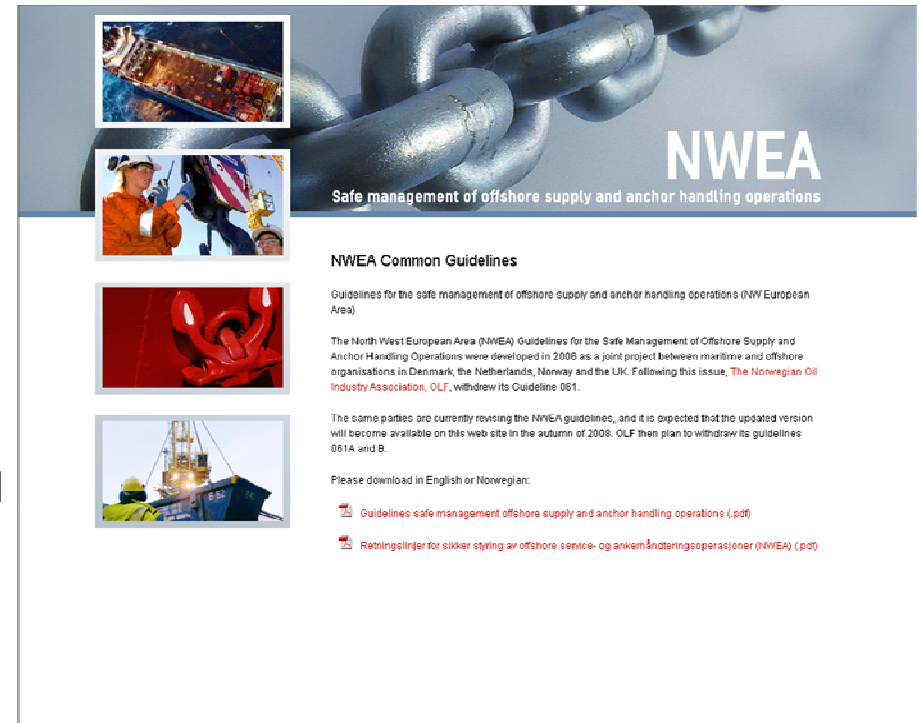
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Content of this presentation

- Background
- NWEA in general
- NWEA chapter 6 Rig Moving
- Status on release of version 2

NWEA, general information

- NWEA was released in 2006 for operations in UK, Denmark, Netherlands and Norway
- The first edition did not cover Rig Operations.
- End of 2007 the steering group was re-established in order to update the NWEA.
- This update should incorporate also Rig Operations.
- The work was finished by Jan 2009, and the hearing was reviewed by steering group in end of March 2009.
- Relevant recommendation from "Bourbon Dolphin-report" should be covered.
- Chapter 6 is based on OLF 061A and there are references to work being done by Maritime Safety Forum work groups which was initiated after the Bourbon Dolphin incident.



NWEA
Safe management of offshore supply and anchor handling operations

NWEA Common Guidelines

Guidelines for the safe management of offshore supply and anchor handling operations (NW European Area)

The North West European Area (NWEA) Guidelines for the Safe Management of Offshore Supply and Anchor Handling Operations were developed in 2006 as a joint project between maritime and offshore organisations in Denmark, the Netherlands, Norway and the UK. Following this issue, [The Norwegian Oil Industry Association](#), OLF, withdrew its Guideline 061.

The some parties are currently revising the NWEA guidelines, and it is expected that the updated version will become available on this web site in the autumn of 2008. OLF then plan to withdraw its guidelines 061A and B.

Please download in English or Norwegian:

- [Guidelines safe management offshore supply and anchor handling operations \(.pdf\)](#)
- [Retningslinjer for sikker styring av offshore service- og ankerhåndteringsoperasjoner \(NWEA\) \(.pdf\)](#)

www.nwea.info

OLF 061A in Norwegian Sector



- A work group was established in 2002 to establish a guideline for Anchorhandling operations in Norwegian sector. The guideline became OLF 061A and was linked up to OLF 061 guideline.
- In the workgroup following were represented:
 - Shipowners
 - Rigowners
 - Operators
 - other company involved in the operations
- The OLF 061A guideline was revised in 2006.
- When the NWEA guideline was established in 2006 for the the North Sea, the OLF 061 was withdrawn, but OLF 061A was still valid on norwegian sector.

Marine Safety Forum

- After Bourbon Dolphin accident, Marine Safety Forum established Work Groups for improving the rig operations.
- These templates of data will be referred to from the NWEA guideline.
- These templates covers following:



MSF marine safety forum

Home | What is Marine Safety Forum? | Training Courses | Work Groups & All Members Meetings | Guidelines & Good Practice | Safety Alerts & Notices | Links | Contact Us

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Welcome to the Marine Safety Forum

The **Marine Safety Forum** actively promotes good practices and initiatives to promote safety within the marine sector of the Northern European oil and gas industry.

MSF Secretary

Michelle Fowler
Telephone. +44 (0) 7969 497580
Email. secretary@marinesafetyforum.co.uk


MEMBERS MEETINGS

[2009 Dates - All Members Meeting](#)

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Our purpose, history and aims for the future ... [\[Link\]](#)

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AH Procedure Review - Anchor Handling Manual

A template of standard information required by the crew and should be available on the bridge for anchor handling is now available for downloading from the Notices Section.

AH Procedure Review - Rig Move Risk Assessment

To produce a generic HIRA for use during rig move planning.

AH Procedure Review - AHTS Checklist

To propose a standard checklist to be used during the on-hire inspection.

General updates in the guideline

- Except from chapter 6, that is new, there are a general update of nearly all chapters of the guideline.
- Som essential updates are:
 - **2.2.2 Installation OIM**
 1. Is responsible for:
 - Installation safety, personnel on board, and any operation within the safety zone affecting installation safety and overviews of simultaneous operations. **OIM may delegate operational tasks to other competent installation personnel:-**
 - **3.3.4.3 Vessel Technical Redundancy.**
 - **Vessels scheduled for cargo transfer operations within safety zones surrounding offshore installations shall have a satisfactory redundancy in position keeping ability. The intention is to prevent a single technical failure resulting in a hazardous situation for the installation. Vessels that do not meet the requirements of IMO MCS/Circ.645 Equipment Class 2 should agree operational limitations for weather side (as defined in page xiii) working with the charterer.**

NWEA Chapter 6

- Related to Bourbon Dolphin investigation report, this guideline will describe relevant **organtional barriers** in order to avoid such an incident.
- The content if chapter 6 have following main functions:
- Describe clearly responsibilites and roles for all parts involved in a rig operations:
 - Operating company
 - MOU Owner
 - OIM
 - Ship Owner
 - Vessel master
- In addition the chapter describes the participants and the agenda of the Rig move meeting and the content of the Rig move plan.
- The chapter include also requirements to the Risk Assessments and Safe Job Analysis prior to start an operation.
- Towing operation and anchorhandling



6 Rig Moving

- **6.1 Agreed Procedures and Responsibilities**
- **1. Rig Moving operations and towing are potentially hazardous. Installation personnel should appreciate vessels' operational limitations, including power and freeboard. Safety of vessel and crew is paramount.**
- **2. The guidance in this section applies equally to all types of MOUs.**
- **3. To avoid any conflict of interest the Tow Masters and Operators Marine representatives should be sourced from independent contractors.**



6.1.1 Responsibilities of the Operating Company

- The operating company is responsible for obtaining the information needed to anchor a MOU in a field. The operating company shall:
 - Obtain an overview of infrastructure on the seabed ,sea bottom conditions and any obstructions Provide charts with positions both hard copies and electronic versions.
 - The operator shall specify minimum horizontal and vertical distances to infrastructure and pipelines on the seabed for anchors and anchor lines.
 - Is responsible for ensuring adequate planning (including contingencies)and risk assessment of the entire anchor handling and towing operation
 - Provide weather, wave and tidal stream data.
 - Organise rig move meeting well in advance (two weeks) of the start-up
Written procedures for MOU move should be agreed upon with all relevant parties. These should identify key roles and responsibilities

- Obtain or determine who is to obtain vessels and mobilise according to plans
- the rig move plan(including maximum calculated loads) is to be issued to enable nominated ship owners to confirm that a suitable vessel has been selected
- To provide Vessel owner and vessels, details of maximum calculated loads for the operation.
- Organise inspection of selected vessels to verify suitability (eg.MSF AHTS Safety inspection Checklist)
- The operating company should when possible make all the vessels available for a common briefing in port prior to mobilization. This briefing should be attended by Master\mates and deck crew of vessels along with rig representatives.
- Obtain positioning equipment and positioning personnel
- Determine logistics needs (deck cargo, bulk)
- Inform vessel and MOU about the status of the operation at all times
- Any proposed crew changes during period to be conducted to allow sufficient time for a briefing on work scope and experience transfer to be completed
- After completion of MOU move Data cards and information charts to be updated

6.1.2 Responsibilities of the MOU Owner

- The owner of the MOU shall:
 - Prepare a work specification or "Rig Move Plan" that covers the entire anchor handling or towing operation. The work specification shall be in English unless otherwise agreed.
 - Depending on local requirements rig move procedures may be prepared by the Operator.
 - Supervise the operation in the field
 - Communicate any changes of the work specification to all the parties involved
 - Ensure that the RMP has been reviewed and is understood by vessels and key personnel that participate in the operation, and verify that Risk Analysis and Safe Job Analysis have been performed
 - Ensure that satisfactory anchoring/mooring analyses have been prepared in compliance with national /industry requirements where relevant.
 - Notify authorities of MOU departure and arrival in accordance with local requirements.
 - *Ensure all anchor handling equipment used and permanent equipment is certified*

- Obtain necessary anchoring equipment in accordance with the anchor handling work specification,
- Ensure MOU is adequately manned by competent personnel taking into account hours of rest requirements and the scope of work. Obtain extra personnel as required to cover 24/7 operation.
- Identify potential backload prior to MOU move.

6.1.3 Responsibilities of the OIM :

- The OIM has overall responsibility for the safety of the installation and personnel at all times as per statutory requirements and MOU owners' policy. However he may delegate some of the rig move operational tasks to a suitably qualified person such as the Towmaster who should also consult with vessel Masters in the process.
 - Provide information of the last updated Rig move plan
 - Decides when it is safe and practicable to commence operations within the limitations of the MOU operating manual, having consulted with the Operators representative.
 - Responsible for ensuring that a meeting is held with all relevant personnel (including AHTS Masters) on board prior to rig move and minuted accordingly, with an appropriate entry in the log book to that effect.
 - Having procedures in place to monitor vessels operation, Provide status of the operation and weather report
 - Ensure fully functional communication between all involved parties
 - Sole point of contact through which all rig move notifications and exterior communications will pass. Ensures that all relevant authorities are kept informed of the rig move status, as required
 - Liaises and communicates with the Operating Company representative on all matters concerned with the rig move operation and any deviation from the proposed rig move procedures.

6.1.4 Responsibilities of the Ship Owner

- **Shipowners are responsible** for ensuring vessels and equipment used in all operations are:
 - in operational order and complies with relevant legislation.
 - To confirm that the vessel is suitable for the scope of work supplied
 - adequately manned by competent personnel taking into account hours of rest requirements and scope of work including possibility of 24/7 working.
 - Any proposed crew changes during period to be relayed to operator and any changes must be conducted to allow sufficient time for a briefing on work scope and experience transfer to be completed.
 - Ensure that the vessel is able to calculate and monitor stability information for all stages of the received rig move plan.
 - It is recommended that all Ship owners provide each AHTS with a ship specific anchor handling manual.
 - Shipowners should complete the MSF Template of data to verify the details above when requested by charterer.

6.1.5 Responsibilities of the A/H vessel Master

- The Master of the AHTS is responsible for:
 - Ensuring that the manning on board is sufficient based on working hour provisions, anchoring description and that the crew is rested
 - Ensuring that all AH equipment is in good condition and certificated and meets the work specification
 - Reporting of any defects or non conformities to the anchor/mooring equipment found during the operation.
 - Ensuring that a Risk Analysis has been performed in accordance with the specific work scope,
 - Ensure that RMP is communicated to all crew members involved in operation.
 - The stability of the ship must be calculated for each step in the work scope including expected dynamic loads
 - Safety of crew and equipment on board the A/H or towing vessel at all times. The Master shall stop operations that may put vessel or crew at risk.
 - Having sufficient bunkers for the planned operation
 - Lead towing vessel Master is responsible for navigation of the towing operation, compliance with prepared plans, shall issue appropriate navigational warnings at regular intervals and ensure other towing vessels follow the stipulated plans.

6.2 Rig move meeting

- The operating company should arrange a rig move meeting, preferably a minimum of two weeks before the operation starts. The Rig Move Plan should be distributed to participants in sufficient time for review prior to the meeting.
 - The following are the recommended participants of the rig move meeting:
 - OIM/ Towmaster (preferably the ones on board during the operation) and Representative from MOU owner operations department (and MOU Safety Delegate in Norway)
 - Onshore and/or Offshore drilling supervisor for operating company
 - Onshore logistics representative from operating company
 - Person responsible for navigation company/contractor
 - Marine Representative for operating company
 - Representative from owner/operator of pipeline/other installation if relevant.
 - Additional specialist personnel as required.

- The rig move meeting shall have the following agenda (as a minimum):
 - Review of R/A and HAZOP for anchor handling operation and transfer of experience
 - Weather limitations and definition of operational criteria
 - Charts
 - ROV inspection requirements
 - Anchoring/mooring analysis, anchor pattern and work specification (RMP) including maximum calculated loads and dynamic tensions.
 - Pre-installation of anchors
 - Vessel requirements; manning, quantity and technical specifications
 - Drawings and sketches of anchoring equipment in the sea
 - Manning on MOU
 - Safe job input for vessels and MOU
 - Schedules and drilling operation
 - Contingency plans
 - Equipment lists for AH equipment (including weights and COG) for the individual vessels
 - Sea bottom conditions
 - Communication lines (VHF channels, telephone nos.).

6.3 Rig move plan

- A work specification shall be prepared that provides the necessary background information on the rig move operation and describes the operation at the required level of detail. The purpose of the work specification is as follows:
 - Ensure a safe operation for personnel and the environment
 - Provide common guidelines for standardising the relocation of the MOU and anchor handling
 - Anchoring/mooring analysis, anchor pattern and work specification (RMP) including maximum calculated loads and dynamic tensions.
 - Identify and set trigger points which determine operation start /stop or R/A
 - Provide an brief outline of the topics to be covered
 - Must outline framework conditions, use images and diagrams where possible.
 - Is intended for use during the planning, execution, verification and demobilisation during relocation of the AHTS/MOU
 - Shall be in English, unless otherwise agreed.

Content of ch 6

- 6.2 Rig move meeting
- 6.3 Rig Move Plan
- 6.4 Equipment
 - 6.4.1 General
 - 6.4.2 Anchor /Mooring Equipment
- 6.5 Rig moving Operation
 - 6.5.1 Risk assesment
 - 6.5.2 Reporting
 - 6.5.3 Anchor securing on deck
 - 6.5.4 Bollard Pull
- 6.6 The Towing Operation
 - 6.6.1 Operation Planning
 - 6.6.2 General Towing Rules
 - 6.6.3 Pendant Return to MOU
- 6.7 Deep Water (300m +) Anchor Handling Operations



9 Training , Competency & Manning.

When considering standards of training and competency, it should be recognised that appropriate simulator training is a valuable tool in attaining and maintaining relevant competencies. Recommended competencies for all roles are detailed below.



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9.1.4. Anchor handling

- 1. Due to the nature of A/H operations participating personnel must additionally be familiar with all aspects of such operations as follows:
- **2. Masters:**
- Require relevant expertise and be experienced on the vessel class or design he is aboard. Masters with no previous A/H experience should perform at least 5 rig moves accompanied by an A/H experienced Master, or a suitable combination of rig moves and simulator training, before they may command an A/H assignment. Ship Owner shall document Master's compliance with this. A/H experience gained in a chief officer role is acceptable. Masters having previous A/H experience as Master or chief officer, but where this is more than 5 years ago, should have an overlap period of at least 14 days with an A/H experienced Master. At least one A/H operation must be performed during this period.
- **3. Tow Masters**
- Actively participated in the execution of at least five rig move operations on a similar MOU type or a suitable combination of rig moves and simulator training. (This should be documented.) Extensive knowledge of all relevant rules and regulations.

Extensive knowledge of the Rig move plan. English language capabilities Participated in the execution of, at least three rig move operations onboard an anchor handling vessel, or previous experience as AHTS Master or relevant marine experience.

- **4. Officers:**

- Officers require relevant expertise. They shall be familiar with A/H operational guidelines on safety, and with safe use and limitations of equipment.
- Chief Officers or officers in charge of the watch should have previous A/H operations experience of at least 5 rig moves or a suitable combination of rig moves and simulator training. Ship Owner shall document the officer's compliance with this requirement. If supervising A/H work on deck, the officer must have A/H experience and be competent in A/H procedures and guidelines, A/H equipment set-up and function, and be familiar with associated hazards and risks. Officers working on the bridge during A/H and have tasks that may affect the safety of those working on deck shall be familiar with A/H deck work operations and the associated hazards and risks.

- **5. Winch operators:**

- Must be competent in the winch operation and safety systems, functions and limitations. Vessel and MOU Owners shall be able to demonstrate necessary training has been given to Winch Operators. A certificate should be issued

- **6. Vessel Deck crew:**

- Personnel assigned independent work on deck during A/H operations shall be familiar with guidelines and procedures for this, and A/H safety. They should also be familiar with the use of UHF/VHF radio. Able-bodied seamen with no previous A/H experience must be trained in guidelines, procedures and safe equipment use before assignment to independent A/H work on deck. Document training

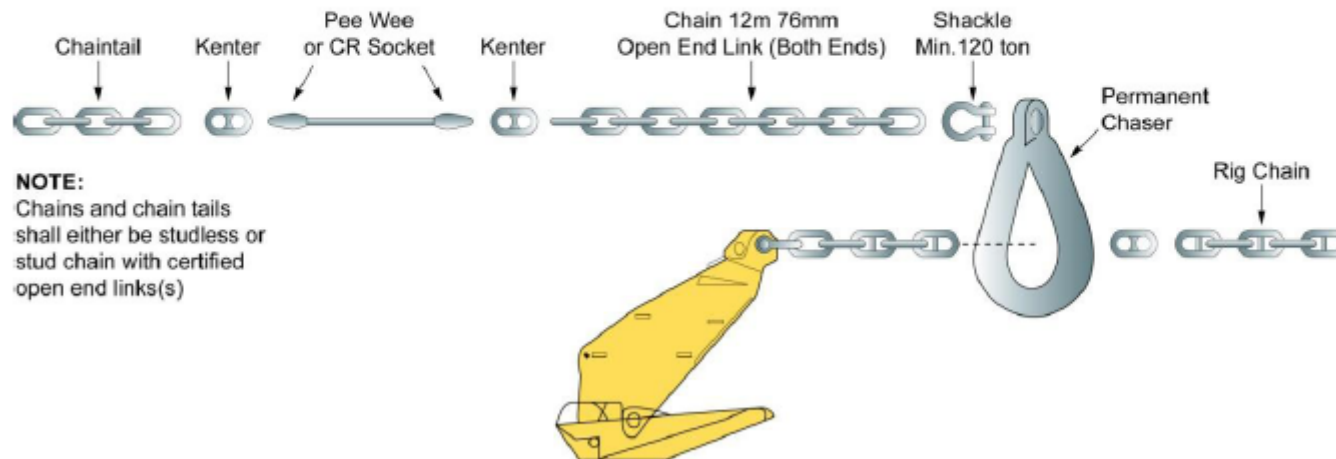
9.2.3 Anchor handling vessels

- Two Deck officers, one of whom is the Master or Chief Officer, shall be on the bridge throughout anchor handling operations or any other operation within safety zone. There must be at least two qualified seamen on deck or in immediate vicinity.

Annex N, Anchor Handling Set Up Systems

1. Permanent chaser pendant (PCP)

- The diagrams below apply to PCP components. In general a swivel should not be used in the pendant system, only on the working wire. Illustrated below are PCP's, alone and with anchor.





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Status on the update

- The work was finished by January 2009.
- The steering group with representatives from all 4 countries had monthly meetings until the end of 2008.
- Technical writer has performed the updates for the steering group
- 2 subgroups were established in order to cover the most important issues:
 - anchor handling operations
 - transport of dangerous goods on deck and in bulk tanks
- The work was coordinated by British Chamber of Shipping.
- The guideline was sent on a hearing in January 2009.
- In the end of March 2009 the comments after the hearing were reviewed.
- There were many good and relevant comments after the hearing process, especially from the UK.
- The guideline is now ready for publishing.
- Releasing on the website is scheduled for June 2009.



Thanks for your attention!