

Revision of Reporting Categories and Station Keeping Incident Forms

Understanding the IMCA M 36/05 Protocol Updates



Moving Beyond the 1991 Standard

Since 1991, IMCA and its predecessor DPVOA have collected data using the 'Loss of Position' (LOP) framework. While valuable, the Marine Division Management Committee identified critical limitations in this legacy system.

The Problem: Subjectivity & Confusion

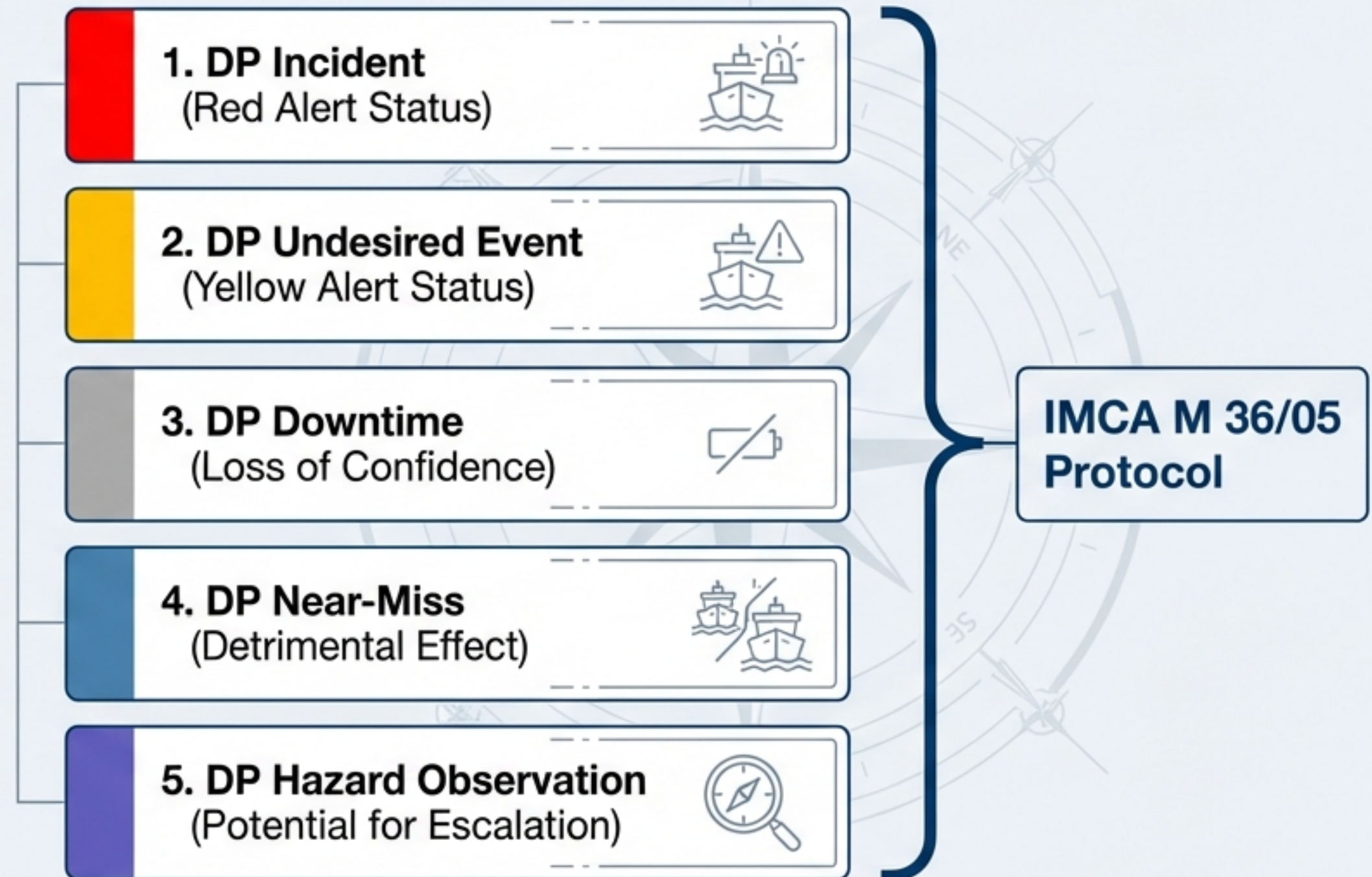
The definitions for LOP1 (Major) and LOP2 (Minor) left too much room for interpretation. Operators were often unsure if an incident met the threshold for reporting.

The Goal: Precision

Replace ambiguity with clear definitions, ensuring incident reports provide a wider, more accurate range of data for the annual report.

The New 5-Tier Categorization System

These categories replace the previous “Loss of Position 1” and “Loss of Position 2” classifications. They must be used in conjunction with the revised IMCA Station Keeping Incident Form.

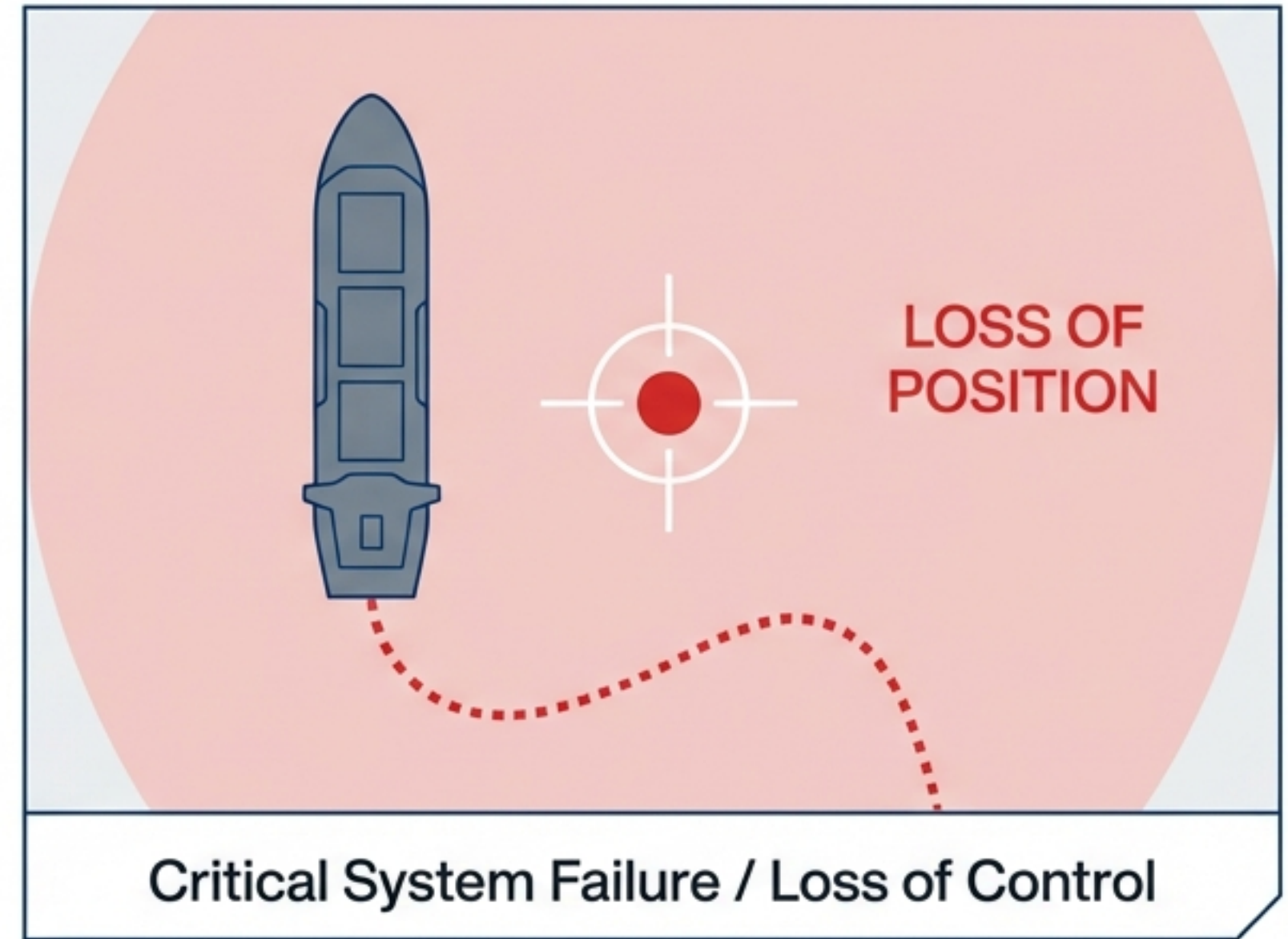


Category 1: DP Incident



Definition: Any occurrence resulting in:

- ▶ Loss of automatic DP control.
- ▶ Loss of position.
- ▶ Any incident which has resulted in—or should have resulted in—a “Red Alert” status.



Category 2: DP Undesired Event



Definition: A loss of position or other event which is:

- ▶ Unexpected or uncontrolled.
- ▶ Has resulted in—or should have resulted in—a “Yellow Alert” status.

Distinction: Unlike a Category 1 Incident, this captures events that trigger a Yellow Alert but may not have escalated to a full Red Alert system failure.



Compromised Capability / Controlled Recovery

Category 3: DP Downtime

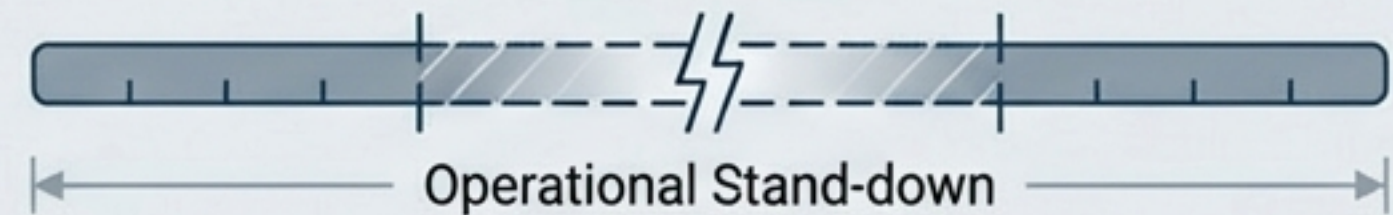
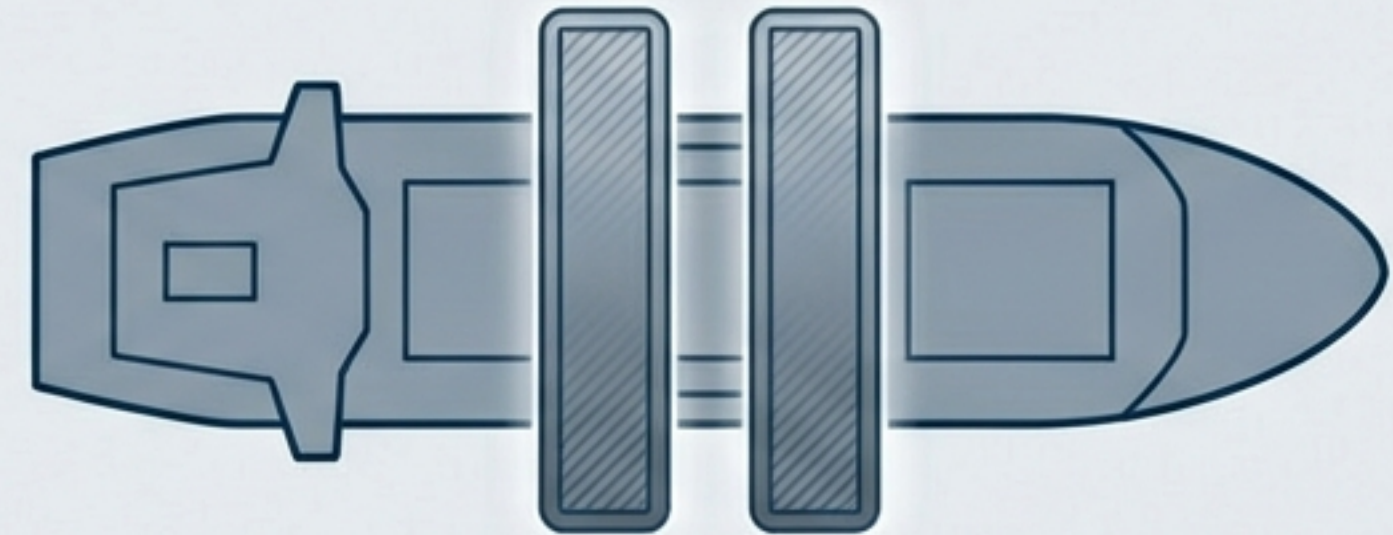


Definition: Position keeping instability or loss of redundancy that does not warrant a Red or Yellow alert.

The Criterion: Loss of Confidence.

Operational Context: This category applies when there is a stand-down from operational status for:

- ▶ Investigation
- ▶ Rectification
- ▶ Trials



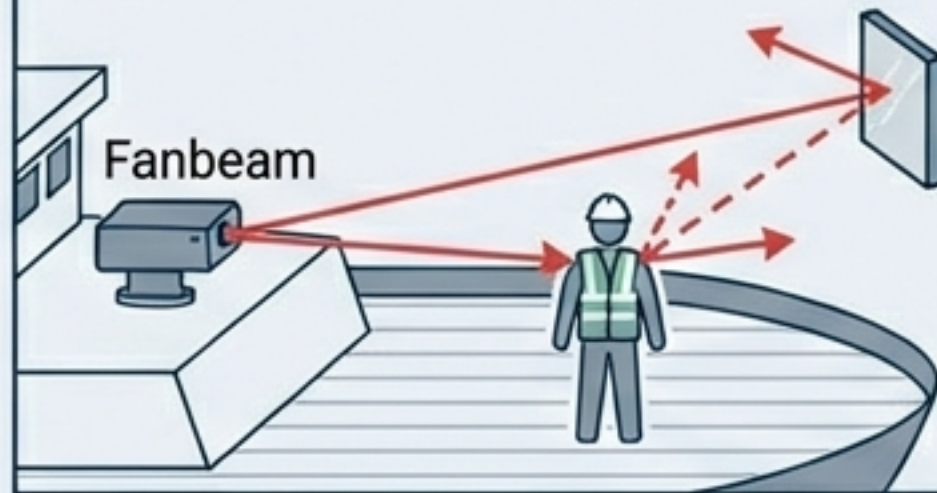
Vessel is safe, but operations are suspended for investigation.

Category 4: DP Near-Miss



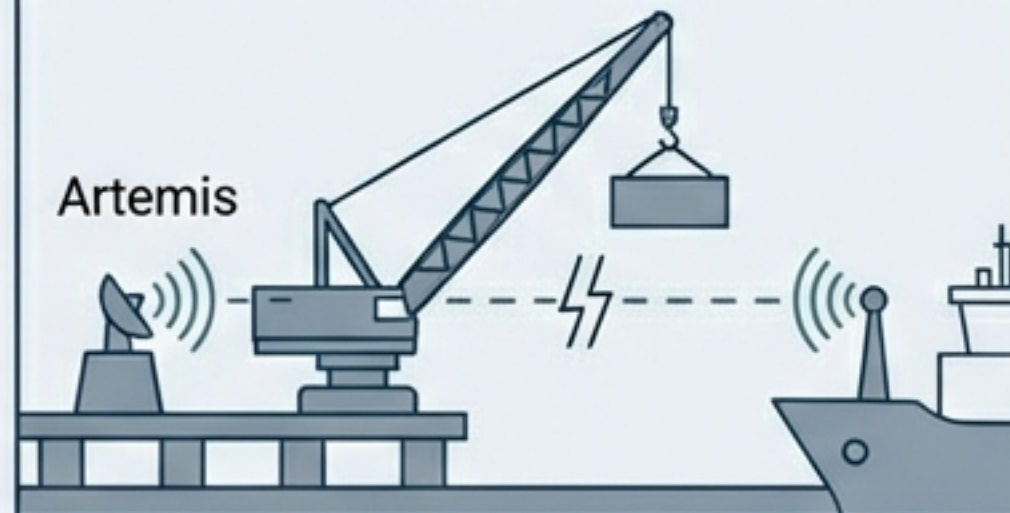
Definition: An occurrence with a detrimental effect on DP performance, reliability, or redundancy, but which did not escalate to Categories 1, 2, or 3.

Optical Interference



Fanbeam laser being seduced by a reflective surface other than the intended target.

Physical Interference



A crane or load interfering with the Artemis line of sight.

Environmental

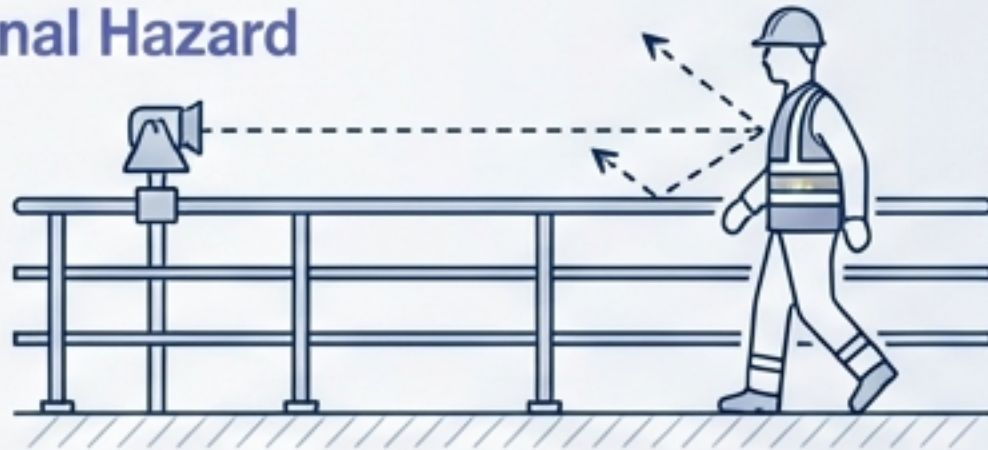


Scintillation affecting signal stability.

Category 5: DP Hazard Observation

Definition: A set of circumstances identified that had the potential to escalate to a 'Near-Miss' or more serious status.

Operational Hazard



Fanbeam laser target placed on handrails of a busy walkway where personnel wear PPE with retro-reflective tape.

Operational Hazard



Crane lift being swung close to the Artemis line of sight.

Non-DP Mode



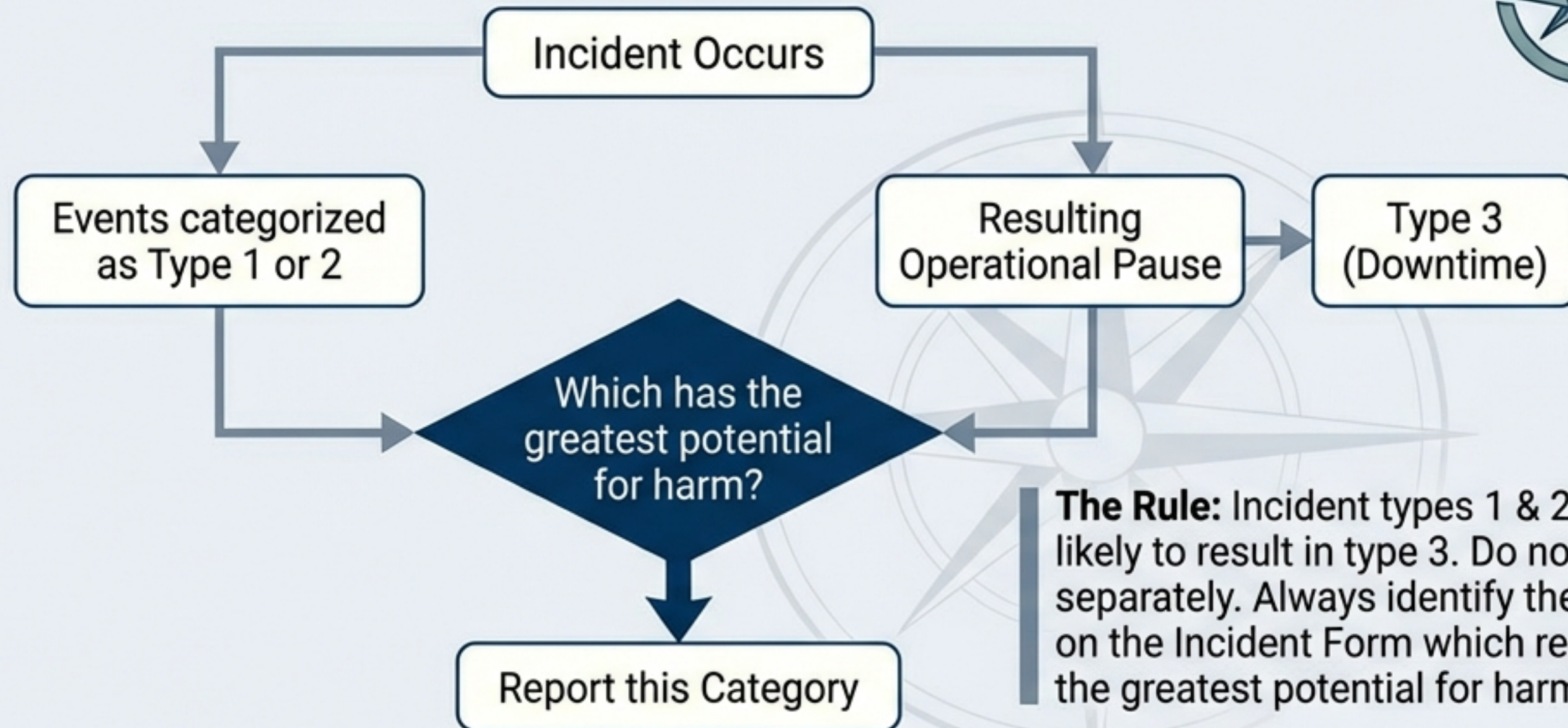
Speed and latitude corrections supplied to all gyros from a single DGPS by an installation engineer.

Non-DP Mode



Unexpected loss of essential DP components which would have caused an incident if the vessel had been in DP mode.

Reporting Hierarchy & Prioritization



The Rule: Incident types 1 & 2 are likely to result in type 3. Do not report separately. Always identify the option on the Incident Form which represents the greatest potential for harm.

Reporting Channels:

Categories 1, 2, 3
Full Form Required



Categories 4, 5
E-mail / Short Description Accepted



Updates to the Station Keeping Incident Form

New Mandatory Field: DP hours since last incident.

- **Purpose:** This addition seeks information on the number of hours on DP since the previous incident, undesired event, or downtime.
- **Value:** This data point allows IMCA to better calculate reliability metrics and failure rates across the fleet.

The illustration shows a laptop screen with the following form fields:

Vessel Name		Incident Date	
Location		Location	
Location		Location	
Incident Name		Incident Type	
Incident Type		Forcing Incident Event	
Incident Type		Wnwlsrate	

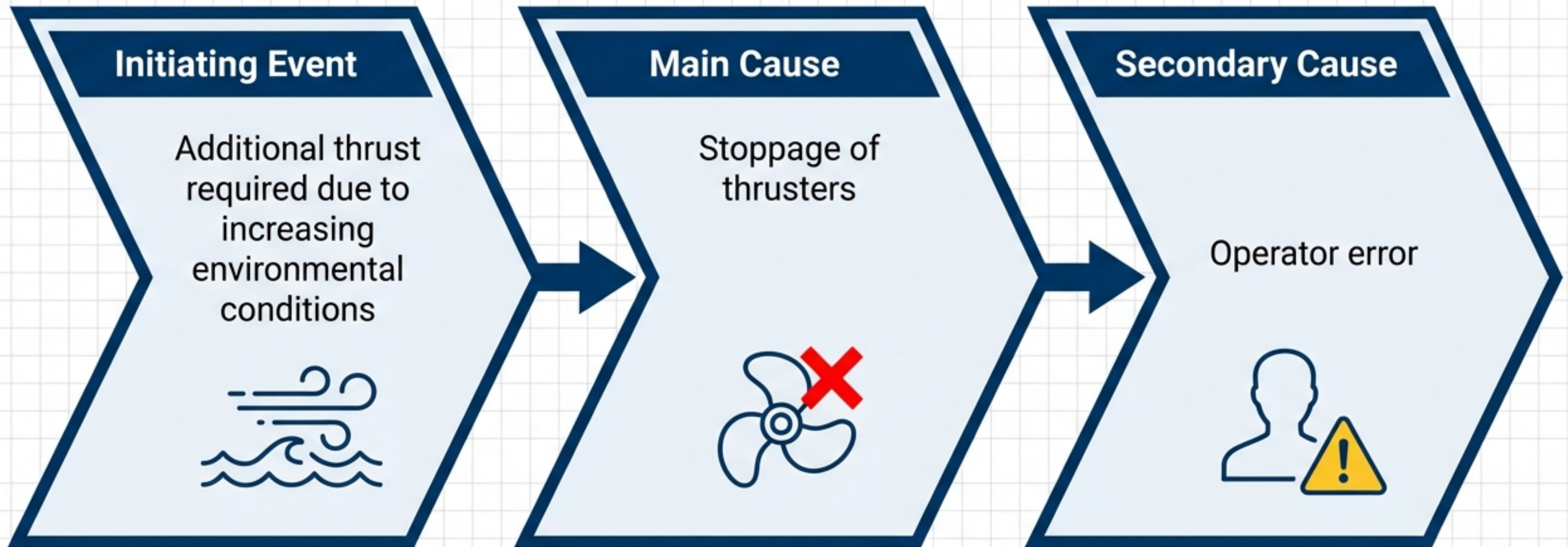
Below the table is a new field: **DP hours since last incident**

A tooltip is shown for the DP hours field, containing the text: **Data**



Determining Causality in Reporting

For incident types 1, 2, & 3, the form requires breaking down the event into three distinct phases.



All sections of the form must be completed for these categories.



Summary & Resources

Why this matters:

This new taxonomy eliminates the subjectivity of LOP1/LOP2, clarifying exactly when to report and what category applies.

Better definitions lead to better data, and safer seas.

Action Required:



Log in to the IMCA members-only website to:

- Download the revised Station Keeping Incident Forms (two versions available dependent on vessel type).
- Access guidance notes, safety flashes, and meeting minutes.
- Participate in discussion forums with industry colleagues.