DP Integration and Technology Growth on Workboats

Author: Jack Rowley, *Engine Monitor, Inc.*

Abstract

In the past several years, the Workboat industry has seen a dynamic growth in the technology and integration requirements for dynamic positioning capabilities. This paper will begin with a short history of the implementation of DP on workboats and how the emerging requirements and technology growth is affecting other related vessel systems. Rationale for the increased requirements as seen by the oil industry customers and the regulatory industries will be discussed, as well as the different levels of DP system redundancy. Since successful DP system operation involves direct integration with the primary vessel thruster controls, these second tier control surfaces are now required to meet added regulatory qualifications. This further necessitates the controlled integration of an overall DP Systems level approach to workboat installations. Furthermore, these burgeoning demands for the higher technology and more complex regulated systems have had a direct impact on all aspects of vessel cost; from acquisition construction and system integration requirements, to the operational life cycle costs of the vessel and ultimately back to the vessel day rate charges to the oil industry customer. This paper will focus primarily on existing and emerging Dynamic Positioning requirements, its integration with other vessel systems and the continued technical requirements growth as it relates to the workboat and crewboat industry, and will not focus on any vendor specific DP systems. The author will discuss solicited input from workboat/crewboat operators and oil industry end-users to express their views on the current trend of DP and their vision for the future technology needs of the DP System as related to the workboat industry.

Click here to review the complete paper ▶

Click here to review the Power Point Presentation ▶

▶