



## **ANNUAL MEETING 2010** ROTTERDAM 13 to 15 October Hosted by SMIT the World Renowned Salvage Company



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## **ABOUT OUR HOSTS**

SMIT (founded in 1842) is one of the oldest, most respected, and Internationally recognised names in the Marine Sector. The company has earned an excellent reputation by combining expertise and experience with high-quality materials and equipment, based in nearly 50 locations around the world. The company aims to provide its worldwide services to shipping companies, producers in the oil and LNG industries, (offshore) construction companies, insurers, governments and shipyards. The highest standards of safety, health, quality and environmental protection are maintained.

SMIT services are organised into four Divisions:

Harbour Towage: concerned with harbour towage and with related maritime services.

Terminals: towage services and related maritime and management services to offshore and onshore terminals.

Salvage: salvage, wreck removal, environmental protection and consultancy. Transport & Heavy Lift: chartering, barge rental & transport, ocean, coastal and river towage, heavy lifting and marine support to a variety of civil and offshore projects and subsea services.

The Salvage Division is the area of work most relevant to diving operations and thus to the work and interests of

## **PRELIMINARY INFORMATION**

#### <u>Attendance</u>

The meeting will be open to both members & non-members. The full programme will be available from the Administrator at info@idsaworldwide.org

**Conference Venue & Accom**modatior **Details of the Conference** venue and recommended accommodation will be

IDSA and its members. SMIT Salvage's name is synonymous with total commitment to the challenging field of marine emergency response, where optimal care for the environment is a priority. As the world's most experienced marine salvor, a round-the-clock readiness for operations anywhere in the world is maintained. Salvage is the first line of defence against marine pollution when major casualties occur.

Marine emergency response at this level requires the experience of dedicated professionals, supported by specialised vessels and equipment. SMIT's full range of engineering facilities and logistics support worldwide, ensures that the company can operate effectively even in the most remote locations.

Rapidly changing demands and a new emphasis on the care of the environment have encouraged SMIT to offer special services in the area of environmental care. Its in-house R&D Department developed a Remote Offloading System (ROLS). This system is capable of offloading bunkers and cargo (oil or chemicals) from wrecks at a depth of more than 100m.

Although IDSA General Meetings are normally hosted by a Full Member School, the Board welcomes this opportunity for closer links with the Industry and wishes to express the thanks of the Association to our hosts.

#### circulated to members as soon as known, and will be available to non-members from the Administrator.

Conference Fee It is expected to maintain the conference fee at the same level as for the last few years at about Euros 225



I would like to say a few words about the aims of the Association. IDSA is much more than an organisation which issues Diver Qualification Cards. This is certainly one aspect of our activities, but more importantly it provides a link between Commercial Diving Schools. In many countries there are only one or two schools, which often find themselves alone or ignored when training is discussed by both Industry and Government. It is often difficult to make a recommendation or counter a proposal if you are one school among many Contractors and Government Departments.

IDSA provides a forum for the exchange of ideas and problems

## **ROTTERDAM:** a brief history

Rotterdam's history began in 1328, when the expanding settlement was granted 'city rights'. With its accessible harbour, it became an important meeting point for trade routes, especially during the war with Spain in the 16th century, when the ports at Antwerp and Amsterdam were blocked. D uring the 19th century Rotterdam went through a phase of dramatic growth and development. The capacity of the port grew with steam power and mechanisation, allowing the port to cope with the unloading of a vast number of ships. In 1872. the Nieuwe Waterweg (New Waterway) opened, giving Rotterdam direct access to the North Sea. This expansion continued until the depression of the 1930s, when unemployment and poverty took hold of the city.

The city was slowly starting to recover from the depression when WWII broke out, and in May 1940, the German army attacked the Netherperiod of sustained bombing. The city centre was destroyed and there followed five years of occupation and Rotterdam became a 'city without a heart'. After the war ended, the city began its recovery and the 1950s and '60s were periods of development when architects took the opportunity to recreate and redesign the city. It is the impact of the war and subsequent redevelopment that has given Rotterdam its character today, with an interesting mix of old and new.

the Dutch economy.

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Front cover

photograph

SBM off Genoa

Diver exiting the Bell in

65m during work on an

Courtesy Julio Melegari

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## A MESSAGE **FROM THE CHAIRM**

between members and enables them to share and benefit from the experience of others. This exchange is made possible in a number of ways :

By our Annual Meeting.

Our Bi-annual Association Magazine 'IDSA News'.

By correspondence between members, and with the Executive Board.

Qualification Cards do not replace National Qualification Cards, only supplement them in some countries, or provide a readymade International frame work for their issue in others.

Our Diver Training Standards also provide a Yardstick against which National Standards can be gauged. If the issue of Qualification cards is not relevant to your school or organisation, various forms of Membership are available - see Section 2 of our Website www.idsaworldwide.org or contact the Administrator at

idsaworldwide.org

As written in our Constitution our aims are twofold.

1.To standardise the levels of training internationallv

2.To improve the Standards of Safety and Quality in Commercial Diver Training Schools

To achieve these aims we would like to encourage as many schools as possible to join in the work of the Association. Please contact the administrator for further details either about the Association or Membership

Good Diving ! I look forward to meeting both old and new members together with observers from other schools and organisation at our next Annual Meeting in Rotterdam.



Leo Lagarde, Chairman

lands, with Rotterdam coming under a

Today, Rotterdam is the second largest port in the world and a crucial provider to

> Built 1960, Euromast is one of the dominating features of the Rotterdam skyline





## THE 27th ANNUAL MEETING

Palermo 5 to 7 October 2009 Seated from left to right in the front row are ex Chairman Julio Melegari, Secretary Dag-Wroldsen, Chairman Leo Lagarde, John Rabone (Interdive), & Treasurer Mark van der Esch.



In view of the world-wide financial problems it was pleasing that 22 members were able to attend the AGM in Palermo. Unfortunately several schools - mainly those which depend on national/state funding - were unable to get support for travel, but they were able to make their views known either through the Administration or by making use of their proxy votes. Whilst members will receive the details through copies of the Minutes, there are several important changes which were agreed which will be of more general interest, and which are listed below.

## **Diver Training Standards**

It was agreed unanimously that IDSA Levels 2A & 3A would be discontinued as from 1 January 2010 It was agreed by nine votes to four that the note from modules B, C & D be removed.

#### The Standardisation of Assessments, **Examinations and Course Programmes**

A Working Group was formed under the Chairmanship of John Rabone to consider the standardisation of Assessments, and the development of Standard Programmes for each IDSA Level.

## The Operational & Administrative Procedures (OAP)

The changes tabled at the meeting were agreed and the OAPs will be put on our Website where

## Finance:

It was agreed unanimously that, in order to cope with rising costs, subscriptions will be increased as from January 1st 2010 as follows:

All Full Members from €500 to €700 Associate Membersfrom €300 to €350 Industrial Members from €500 to €600 Affiliate Members from €200 to €250



they will be readily available to all those interested, as well as being easily updated.

It was agreed that there was a need to establish certain minimum training and operational requirements in order to ensure standardisation between schools.

## The availability of Chambers

It was agreed by nine votes to four that, for dives in less than 10 metres, a two person two compartment chamber should be within 6 hours travelling time from the dive site, and for dives between 10 & 50 metres with less than 20 minutes decompression a similar chamber should be available within 2 hours travelling time. For all other dives the chamber should be on site.

#### Air Diving Stations

It was agreed unanimously that diving panels should be fitted to monitor the depth of all divers, including the Stand By diver, using a pneumo gauge.

#### The Stand By Diver

It was agreed unanimously that the Stand By diver must be experienced and gualified to the level being taught, or greater, until the students are considered competent.

The stand-by diver should be dressed in the same equipment as the divers, and at immediate readiness to dive except for mask or helmet. As usual, members welcomed the opportunity



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The Association Dinner

to meet the host school who also made arrangements for visits to places of unique local interest - in this case to a historic tuna-fishing site and museum on the island of Favignana and to the historic regional parliament buildings, parts of which date back to Roman times. Equally valued was the relaxed atmosphere in which members could exchange views and information - a rare opportunity for potential competitors to develop the supportive friendships and networks which are characteristic of IDSA members.

## **ANOTHER WHITSTABLE TRADE** An Illustrated History of Helmet Diving

IN 1856, ROBERT STEPHENSON, MP, President of the Institution of Civil Engineers remarked, "Nothing had so much contributed to extend and facilitate marine engineering, as the invention of the diving dress." At that time helmet diving had been proving its worth for only 27 years, but its impact was undeniable.

Following initial operations out of Whitstable in 1829, the use of the diving helmet and dress spread rapidly around Britain and the world through a combination of entrepreneurial copying, dispersion through seafarers and the Royal Navy, and emigration of the divers themselves. Today's global diving industry owes its very existence to the enterprising divers of Whitstable.

The culmination of three decades of research, this book provides the first authoritative history of the diving industry.

A numbered edition of 750, 210 x 297mm, 400 pages, b&w illustrations throughout, hardback with dust jacket.

Order your copy now from: Submex Limited, 5 Nepean Close, Gosport, PO12 2BH, UK e-mail: books@submex.co.uk Tel: +44 (0)23 9260 2260 Fax: +44 (0)23 9278 8990 www.submex.co.uk

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# THE NE

The Swedish Armed Forces have built a new diving centre in Karlskrona. The Diving School is part of the Swedish Armed Forces Diving and Naval Medicine Centre (SwAF DNC). DNC is a small organisation with 26 persons, one staff and three active sections : Diving School; Research & Development; and Naval Medicine. The Diving School is the leading actor



The new Diving centre with the outside pool. The black round building in background contains the inside pool and upfront is the office block of the headquarters building

> when it comes to training of divers and supervisors in the Armed Forces, Coast Guard and Rescue divers. Education for divers is certified up to IDSA level 3. The training also includes chamber operators and free ascent training for divers and submariners. The "Free ascent/submarine escape-training" is carried out in a 21m deep pool/tank with two escape chambers for submarine lockout at the bottom floor.

> The inauguration of the new diving centre was held in May 2009 and by the end of 2011 we plan to have the facility fully operational. Our facility is built on the location of an old sewage plant, and we have been able to keep two of the old pools from that time: one of them for dive training and the other as a reserve for the future. The outdoor pool is 25m in diameter and has a maximum depth of 4.6m. We use this pool for basic scuba training, and for welding/cutting and tool handling for the divers.

The inside pool is 12 meters diameter



The inside pool for all types of work

and 6 meters deep. This pool is for all types of work where we need good control of the divers (several cameras) and the ability to put things like car wrecks, exercise mines and ROV:s in the water. We are able to control daylight, which gives us the opportunity to practice "night dives" during normal work hours.

The Research and Development (R&D) section is responsible for test and evaluation of new equipment and for the system that handles incident reports and response when equipment fails to work as planned. Several new aids are installed in our new test facility. One of them is a brand new dive simulator from the ANSTI Company. The "ANSTI Life Support Equipment Test" is a fully integrated, laboratory system specifically designed to test and measure the dynamic breathing performance of a wide range of life support equipment. The tests are conducted accurately and efficiently at the surface and or immersed in water to a maximum simulated depth of 200 msw; the water temperature can be regulated between 2 and 40 degrees Celsius. This facility will take twin cylinder SCUBA diving equipment, diving helmets, band masks with bailout cylinder and most modern rebreathers in both swim and head upright positions. If there has been an accident it is possible to reconstruct the dive in all details.

Included in our new test equipment is a "flume pool" where we can regulate both temperature (2-40 degrees Celsius) and speed up to 6 knots.

Our next project will be to install a "climate chamber". where we can test equipment in air from minus 70 up to plus 180 degree C.



ANSTI Life Support Equipment Test



The ascent training tower, 18 meters deep for divers and 21 meters for submarine lock out.

The final, and by far the biggest project, in the R&D area is the new test and dive training chamber. The plan is to go through the procurement process within the next two moths and then order a new chamber system with saturation capability in January 2010. The specifications for the system require a diving depth of at least 150m in temperatures from 2 to 40 degrees C Six divers should be able to work in the chamber (four in saturation). The wet pot will have an "easy access opening" that will allow us to put large objects like ROV's with a size of 1.5x3m in the chamber.





IDSA.

It is planned that the 2011 annual meeting will be held in Karlskrona, giving Members and observers the opportunity to visit these splendid new facilities.



Flume pool where we can regulate both temperature (2-40 degrees Celsius) and speed up to 6 knots.

The Magazine for **Underwater Professionals** www.under-water.co.uk underwater contractor INTERNATIONAL DIVING OFFSHORE ONSHORE • ROVs • AUVs EQUIPMENT • TECHNOLOGY INDUSTRY NEWS • UK & INTERNATIONAL

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# **Speciality Welds**

Experts to the Welding Industry

WELDER TRAINING A

For those that can, 'do' and for those that can't, 'teach'. How many times have we heard that one (lol)? Well, when it comes to teaching underwater welding skills, David Keats of Speciality Welds most certainly can 'do' and can 'teach'. David, who is a fully qualified International Welding Technologist, Senior Welding Inspector (Zurich Insurance approved) professional member of The Welding Institute (TWI) and a qualified instructor, has been instrumental in developing the UK's only accredited qualification in wet welding and has been involved with the industry since 1983, where he worked as a wet and hyperbaric welder for all the majors of the day, including Subsea Offshore, Comex Holder, Oceaneering and Wharton Williams Taylor (2W's).

The diving industry is somewhat unique in the way in which it operates with regards to employees, unlike that of, say, an engineering employer who sets on an apprentice, obtains Government funding to send them to college; day release or full/part time. They serve their time and are rewarded with a National Qualification. The diving industry mainly operates through

sub-contract or self-employed routes and there-



fore, this 'standard' route to education and qualification is not available (unless already qualified). This places the emphasis for any qualifications firmly with the individual diver, not the employer; - the challenge! For this reason it's absolutely essential that educational/industry recognition is available and provided. Welding is an important skill for the diving industry and such recognition/availability is essential.

Unfortunately, in welding the term 'qualification' has a specific meaning, which tends to be simply understood as a 'coding'. i.e. a practical weld test in which the welder demonstrates his physical skills and abilities. Of course, this element of the welder's ability is essential; after all, welding is a craft-skill and physical ability is a large part of the job. But remember, for the engineering industries, this physical skill is supplemented with a number of years at college; i.e. ONC/HNC/HND, etc and most importantly, a management structure exists where foreman, senior engineers, supervisors and inspectors are also employed by the company; thus total responsibility for welding, does not lay with the welder. This structure does not generally exist for the inshore diving industry, and even for offshore the handson expertise can be limited. A diver-welder may well find himself the only competent welding person on site, he thus has to have greater expertise on the subject of welding than simply being able to deposit weld metal! Another problem for the diving industry is that people are attracted to it from all sorts of backgrounds, with engineering being only a small minority. Thus, this physical skill factor, although crucially important, is not in itself sufficient to provide industry with the next generation of competent, skilled welder-divers, divers with a minimum standard of competency in welding. Such a standard needs to include: safety, techniques, materials, weldability, electrodes, terminology, plant/equipment, weld defects, standards, etc. etc. There is much more to welding than just burring rods!

Most divers are self-employed and thus solely responsible for their own training/qualifications, and unless they put



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60" Air Dive Chamber ANSI / PVHO -1-2002 As per IMCA Code DNV / GLI

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themselves through college, there is limited opportunity to develop the knowledge and skills necessary to meet future industry demands, or even to progress and extend their knowledge base. As we all know, once you are in the workplace, it's very difficult to then attend college. To offer a solution to this problem, Speciality Welds have developed an 80 hour welding training programme, called The Weldcraft-Pro. This course follows the International Institute of Welding (IIW) and European Welding Federation (EWF) guidelines for fillet welding and the qualification is issued by EAL (EMTA Awards), who are the UK's largest engineering and marine training authority, issuing over 80% of all the UK's engineering qualifications. In addition, the programme is also recognised by IMarEST, the Institute of Marine Engineering, Science and Technology. Senior spokesman Mr. Ben Saunders said. "I can confirm that the members of IMarEST Continuing Professional Development (CPD) Working Group were most impressed by the course and have recognised it as contributing to an individual member's professional development requirements.

This course is the only competency assessed underwater welding course available that meets all of industries current demands. Training is provided through approved diver training schools, allowing training to take place, for new recruits, immediately after diver training, thus, eliminating the need to return to school. For existing divers, the training is as compact as possible, usually taking no more than 10.5 days.

It is absolutely crucial that industry attracts the right calibre of individual to our industry but, equally important, industry needs to ensure that training exists to the right standard, so it can equip individuals with all the skills necessary to keep Britain with its head above water and hopefully, leading the field.



Manufacturer and Suppliers of Double Lock Offshore Standard Asme Section VIII Div -1-EDD 2007/

Pressure vessels for human occupancy Class Approval - Bureau Veritas Fab / Insp / Test - by Bureau Veritas /



## **TRAINING AND CERTIFICATION** AND UPDATE

**DIVER MEDIC** As the DMT program approaches its 35th year, readers of IDSA's newsletter might appreciate a brief summary of its history and where it sits today. During the latter half of the 1950's oil and gas exploration ventured offshore. Initially, this involved the shallow and benign coastal regions of the Gulf of Mexico. Within a decade, however, exploration had moved further offshore into the Gulf's deeper waters. It was no longer sufficient to rely on a SCUBA diver standing by to retrieve tools lost over the side in 10 metres of water. To effectively accommodate the deeper and longer dives necessary to adequately support geographically remote drilling and recovery operations, GENESIS adequately support geographically remote drilling and recovery operation equipment and procedures became incrementally complex. By the early 1970's oil and gas exploration and recovery efforts had taken on a very 1970's, oil and gas exploration and recovery efforts had taken on a very

> much international flavor. New commercial diving companies were formed to keep pace with all of this growth. So, too, the design and manufacture of advanced diving systems.

The industry's traditional source of divers, those from naval diving backgrounds and graduates from the then existing civilian training schools, were unable to keep pace. IDSA members are likely to be knowledgeable of these early events.

By the mid 1970's commercial oilfield diving's ambitious and frenetic



'The author teaching DMT students at **Commercial Diving** center, circa 1978'.

pace began to outpace availability of experienced supervisory personnel. It also outpaced relevant medical science. Diving accidents, injuries and fatalities began to mount. Geographic and medical remoteness complicated effective medical management. So too, the fact that some events were unique in medical annals. Again, as an informed readership you will likely be aware of such events. While these etiologies were indeed dramatic, unique, and frequently fatal, they represented the proverbial 'tip of the iceberg' in terms of actual incidence of injuries. Many more divers suffered conventional decompression insults, not infrequently damaging the central nervous system, occasionally to an irreparable degree.

At this point in time the commercial diving industry was poorly prepared from a medical perspective. Not all companies had access to a knowledgeable diving medical officer. Few companies employed diving supervisors who happened to have medical training or related knowledge. Essentially, no companies had on-site medical personnel able to immediately enter the chamber, appropriately evaluate an injured diver, relate findings to a shore-base physician and carry out this physician's therapeutic orders (often necessitating medically inva-

sive procedures). Rigs, platforms and service vessels that represented the site of a diving accident would undoubtedly carry a 'rig medic'. The drilling or production company was not, however, about to let the medic 'abandon' their I00 or so workers in order to enter a diving system and deliver care for another company's employee and for what might represent a several day 'absence'. U.S. based Oceaneering International, one of the leading commercial diving companies of the day, had more than its share of diving accidents, such was its size and geographical reach. Corporately, therefore, they decided to do something about the lack of 'on-site' paramedical presence. O. I.'s Medical Director, Dr. David Youngblood, was charged with developing a diver medic technician training program. Its headquarters would be Commercial Diving Center, O. I.'s diver training facility in the harbor of San Pedro, California. An agreement was entered into with the University of Southern California Medical Center, in Los Angeles, to provide their impressive training and clinical facilities and additional expert trainers. Commercial Diving Center would be used as both the DMT didactic headquarters, and the 'in-chamber' skills facility. USC's medical center would serve for invasive skills training, involving an



bag-mask connected to the BIBS system; North Sea deck chamber circa 1980'

employer perspective. animal laboratory, pathology facility for gross anatomy, and the In the second of this two part article, I will take readers of trauma center for direct patient care beta course was conducted IDSA through related events of the 1980's and 1990's and arrive at where the DMT program sits as we enter 2010 and in 1975. Six Oceaneering International diving supervisors were what will be the 35th year of the DMT. selected to attend and train. None had previous medical experience, some had been involved in the above noted accidents and fatalities. This three week course was intense. Students were under instruction from 8:00 a.m. to as late as 10:00 p.m. every Board of Diving & Hyperbaric day. They trained to the level of Emergency Medical Technicia with additional emphasis on diving accident management.

Uniquely (from an EMT-Basic perspective), they underwent extensive invasive therapeutic skills training and actual patient 'hands-on' experience. Intravascular cannulation; intravenous

ence!

above facilities and instructor staff. Again, all DMT students were O. I. employees, but this time they were volunteers, not conscripted! The principal difference being that all of these divers were motivated to become DMT's, a number enjoyed previous paramedical training. The three week course format

subcutaneous and intramuscular rates of medication; advanced airway control (including crycothyroidotomy), emer-

gent needle and chest tube venturing of the pleural space and

Saturday night 'knife and gun club' provided the perfect train-

basic suture repair were examples. The fabled Los Angeles

ing ground backdrop for a huge amount of practical experi-

This exploratory course was a valuable learning experi-

ence for students, faculty, and planners alike. The following

year, in 1976, the first formal course took place using the

was maintained. Greater emphasis was placed on in-chamber skills, involving evaluation and management of a wide variety of sham diving related scenarios.

It did not take long for competing diving companies to recognize the value of the DMT. Many of O.I.'s graduates were solicited with offers of an

> switched employers, several did. Having invested heavily in the training of these individuals only to see them quickly depart was a source of some frustration to O.I. The company elected, therefore, to open up course registration to all working divers. By 1977, DMT training course attendees represented essentially all of the leading offshore diving contractors. Time away from gainful employment was also becoming something of an issue. Three weeks in Los Angeles on the payroll of the diving company was increasingly difficult to justify, despite the recognized importance of this training. To address this, eligibility for subsequent courses included Emergency Medical Technician training and certification prior to arrival at Commercial Diving Center. This, in effect, removed some 8-10 days from the existing course curriculum. now representing a much more satisfactory time period from an

attractive sign-on bonus if the

Dick Clai	rke	
President,	National	E

n.	Medical Technology www.pbdbmt.org
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t	Director, The Baromedical Research Foundation
,	www.baromedicalresearch.org



Plymouth, UK based offshore diving operations management and training company Interdive Services Ltd has provided training courses for the commercial diving industry since 1985. The company ran all 4 HSE standard diver training course up until the late 1980s when these were dropped due to a downturn in demand.

Since then, the industry has found itself with a shortage of competent personnel in all skills, not just diving, so Interdive will restart these courses to meet this demand.

"Having an enviable reputation in the Offshore Diving Industry, we are opening a new training centre in UAE this year which will be the leading facility offering international competencies in this important area. The authorities are giving us all the backing we could ask for" said John Rabone,



Photo shows the two directors of Interdive ME at the AI Hamra Fort Hotel & Beech resort, Ras Al Kaimah, UAE



## Interdives' Managing Director.

The centre will be based at Ras Al Khaimah approximately 70 km North East of Dubai on the Arabian Gulf.

The new venture is a partnership and the directors of the new company, Interdive ME, are John Rabone & Ebrahim Khani.

Courses planned will include Professional SCUBA diver; Inshore Air diver; Offshore Air Diver; Surface Mixed Gas Wet Bell Diver; Air & Sat diving Systems Technician; Underwater Wet Welding & NDT (None Destructive Testing). Others will be offered once the centre gets fully underway.

The standard of training will be second to none, with friendly, highly motivated and experienced instructors, excellent location & facilities in latest training aids and equipment using IMCA & IDSA standards.



Dressing a diver during an IMCA experienced Diver Assessments in Romania 2009

## For more information on eligibility or course bookings please contact:

UAE office / UK office Tel: +971 72 444 132 Tel: +44 (0) 1752 55 80 80 Fax: +971 72 444 135 Fax: +44 (0) 1752 56 90 90 Email: khani@interdive.co.uk Email: Diving@interdive.co.uk or visit www.interdive.co.uk

## **HYPERBARIC TECHNOLOGY B.V. (HYTECH)**

Hytec is a company based in the center of Holland, and our company is involved in the design and manufacturing, and wholesale of professional and military diving, and life suping related products, such as Navy, Army, Civil Engineering, and ship owners. We are also involved in the design and manufacturing of multiplace Hyperbaric Oxygen Treatment facilities, which are mainly used in hospitals & private clinics.

port equipment to diving contractors and other users of div-The design and manufacturing of: Containerized air diving spreads, (for use in Zone1 and 2, EXD or positive pressure) Deck decompression chambers (also in nonmagnetic version) Transportable decompression chambers, etc. In February 1989, Hytech b.v. took over all the assets from Gaspanels a company named Agua Services, which was in the diving A-frames with Wet-bells supply industry for more than 15 years and this means that Hyperbaric Oxygen therapy Chambers we have taken over the complete range of products they (in hospitals) (Multiplace chambers) were manufacturing and selling and also the supply of the The supply of equipment and spares from stock spare parts for the equipment they have built in the past and of diving equipment, such as: supplied to customers worldwide. **Bauer HP compressors** Our company activities includes the following tasks: Kirby Morgan Diving Systems Int., bandmasks The repair and maintenance and inspection on diving and helmets, and accessories. equipment, such as: **Fibron diving umbilicals** Hyperbaric Oxygen Therapy Chambers in Hospitals Foundrometers depth gauges Complete diving spreads, (air and mix-gas) Hydraulic tools (Stanley) **Decompression chambers IMPULSE** electro connectors and mouldings Air and Mix - gas panels Scubapro SCUBA gear Compressors, etc. SEAFLEX - Lifting bags. The design and manufacturing of components to be used Viking diving suits, and accessories in and on diving spreads, and hyperbaric oxygen therapy Maintenance and repair services, carried out by well experienced staff in our premises, as well as Gas supply / control panels on the spot, for example: CO2 scrubbers, and heat exchange Environmental control Annual repair and overhaul of chambers and Cold beam lighting diving equipment. Flow fuses, and Check valves The calibration of gauges and analysers. Silencers (mufflers) Testing and repair of umbilicals Pressure regulators, for air and mixed gas Repair of compressors.

chambers, for example:

Safety interlock devices (medical locks)

yperbaric Toilets

The Hytech WBHS 3-100 open wet bell handling system supplied for a tunnelling project in Istanbul



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## THE NORWEGIAN ASSOCIATION OF UNDERWATER CONTRACTORS

(Norsk Bransjeforening for Undervannsentreprenører, abbr. NBU)

NBU is an organisation with the primary goal to develop the inshore diving industry into a successful and safe trade. NBU was established in 1978.

The number of members in NBU has varied, but has in the recent years been around 20. The association is led by a board elected from its members, and has a part-time secretary. A company or organisation that applies for membership must fulfil certain basic requirements, and will be screened by the board.

All NBU members are also members in the Norwegian Contractors Association, which serves as an umbrella organisation, and gives us better influence, especially when working towards the authorities. They will also support the members by giving legal assistance and advice.

NBU is continuously working in several fields, for example: Diving safety. Diving safety will always be a topic of great concern. We urge our members to conduct all diving operations in accordance with the diving regulations and approved and established practice. Good diving regulations are an important part of the picture. We have been actively engaged in all revisions of the regulations, and we still are these days.

Building relations. The NBU members are scattered all over the country. As a result of long travelling distance it is not easy to arrange meetings. We try, however, to arrange one meeting for 3 to 4 days every spring in connection with the yearly general assembly. The location for this meeting is a different European city each year. We also arrange a seminar during these days, where we discuss different topics of importance for the organisation. These meet-

ings have a very social profile. A majority of our members participate, most of them bring their other halves. Usually around 40 people take part in these yearly events. Sharing dinner together each day and normally a sightseeing or a tour is an excellent way to get to know each other and build good relationships.

NBU is an Industrial

Member of IDSA

Insurance. This is a difficult topic. The cost of employee insurance, which is necessary for all companies and activities, has risen to extreme heights for divers. Our goal is to try to find a political solution.

Training. Diver training has been in constant development, especially in the later years. We are in constant dialog with the diving schools. The two Norwegian diving schools are both members in NBU. Recruiting people with the right background for diver training is one important factor.



Blasting of a ditch for a discharge pipe in Stavanger, Norway

# BOOKS FOR CONNERCIAL DIVERS

**Commercial Diver Training Manual:** New and updated for 2008 Written for commercial divers who plan to work offshore or as an inland diver

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dredger, barges and pontoons. Our operations are based on four different areas: Construction & Diving: a complete undertaking relating to new constructions, temporary and repair works in water or in the vicinity. Examples of works are: harbours, bridges, Hydro & Wind Power Plants, scour protection, cathodic protection, etc. • Technical & Survey services: qualified surveys and studies for administrative, maintenance and pre-construction functions. Examples of works are: Constructional Surveys, Marine Surveys and Databases for harbour maintenance. Ship related diving: services for merchant ships such as extended docking intervals through IWS (In Water Survey) and improved fuel economy through cleaning of the hull. • Marine Contracting: a broad range of services using our own large pool of flexible and effective vessels and jack-up rigs, such as installation of Wind Power Plants, piling, light house installations, foundations, cable and pipe installations, etc.

Jorn Ryberg, **CEO Svensk** Sjöentreprenad AB - SSE We are a group of companies which, through its wide experience and unique resources, has the possibility to offer rational, cost effective and comprehensive solutions related to underwater and marine projects.

We were the first professional diving company in Sweden to obtain ISO 9001 certification.

MarCon gruppen AB, with headquarter in the south of Sweden is the holding company of the group and is the administrator of assets such as machinery and real estate. The main companies of the group

Svensk Sjöentreprenad AB - SSE the company was established in year 1976

MarCon Teknikbolaget AB, the company was established in year 1982

Dansk Söenterprise A/S – DSE, the company was established in year 1995

Within the company it is policy that employees are not only trained technicians but also many are qualified divers. A highly efficient and modern machine plant assists to meet the requirements placed on the various works. The companies have several floating units at theirs disposal such

as: jack-up rigs, multicat vessel, survey vessel equipped with multibeam, tugs, backhoe

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The Association of Diving Contractors (ADC) is the trade association representing diving contractors working Inland/Inshore in the UK and Ireland an constantly seeks to:

Cultivate and promote the art and science of commercial diving within the context of the activities of its members

Establish uniform safe standards

Encourage industry wide observation of such standards

Encourage the enactment and enforcement of appropriate laws for the protection and regulation of the business of commercial diving.

To do any such other things as considered by the membership or management committee of ADC to be in their interest or that of this industry sector.

The Association has recently published a detailed leaflet introducing a detailed Guidance for Diving Projects carried out from or near Merchant vessels. It will be the first in a series of protocols designed to highlight potential hazardous operations and provide Safety Guidance.

These introductory paragraphs explain the reason for this Guidance.

Experience has shown that any diving operations conducted from, on or in close proximity to an operational Merchant Vessel have the potential to put diving personnel at additional risk, especially if there is inadequate planning and coordination between diving contractors and vessel operators or crews. Across the world commercial divers regularly suffer severe or fatal injuries when they come into contact with live underwater fittings on merchant vessels (for example, sea chests, rotating shafts, propellers, impellers or other types of thrusters).

In an effort to safeguard commercial divers engaged in diving operations of this type, effective measure must be taken to prevent access to dangerous parts of ships' machinery. If access to dangerous parts cannot be prevented, then effective measures must be taken to stop the movement of any dangerous parts of machinery before any person enters a danger zone. In addition the dangerous parts must remain motionless until all persons are confirmed clear of the danger zone.

The Association also issues 'Safety Alerts' and one of the most recent - Number 1/09 is concerned with the necessity to use Gas analysers, will be of particular interest to members

Full details of the Guidance, and of the Safety alert together with details of the Association are available from the Secretary Roger O'Kane at rokane@dircon.co.uk

more on the Association's Website at www.adc-uk.info



# THE UK ASSOCIATION OF DIVING CONTRACTORS SAFETY ALERT 1/09 25TH AUGUST 2009

## **USE OF PRE-MIXED NITROX GASSES**

## Introduction:

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It has been brought to the attention of the Association that there may have been a number of recent instances where premixed cylinders or quads of NITROX gas may not have had the necessary oxygen content to sustain safe diving, and in some instances the cylinder or quad may not in fact have contained the mix that is indicated on the label and/oraccompanying paper work.

## In One Near Miss Incident:

The contractor involved was conducting diving operations using third party supplied cylinders and quads of premixed NITROX via a dive control panel arrangement that fortunately included in-line gas analysers. In a situation where the NITROX mix should have had a 36% oxygen content. During the operational monitoring process the contractor chose to immediately suspend diving operations when a reading of 32% oxygen content was observed by the panel operator and supervisor.

During subsequent testing of both the cylinders and quad contents, an oxygen content of approximately 15% was observed, a percentage well below that speci-



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Green River 'Pro Dive Knife'

fied and at a level where a serious incident could have resulted. Since there is an obvious increased risk of decompression sickness when the oxygen content of the NITROX mix required is less than the oxygen content specified in the decompression tables being used, attention to detail is critical. In this instance it was only the vigilance of the contractor that detected the problem before an incident occurred.

## Lessons:

1. The mix of the gas should be clearly specified to any third party supplier and knowledge of their quality assurance system known and understood before an order is accepted for operational use.

2.Cylinders and guads delivered from third parties should have their gas contentanalysed after delivery and certainly before first use on site.

3. The use of panel mounted in-line gas analysers whilst not mandatory, has proved to be extremely beneficial in this case, their use in preference to random samplingarrangements should be carefully considered as an effective method of risk.



## IN-HOUSE SERVICE FACILITY:

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O<sup>2</sup> Clean & Certify :

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## THE UK HSE

As part of it's responsibilities the UK HSE issues Diving Information Notes and Research Reports, some of these may well be of interest to members. The Information Notes are listed in the Table below, and they may be obtained from www.hse.gov.uk/pubns/diveindx.htm

## **HSE Info Sheet**

- 1. General Diving Hazards
- 2. Diving system winches
- 3. Breathing gas management
- 4. Compression Chambers
- 5. Exposure limits for air diving operations
- 6. Maintenance of diving bell hoist ropes
- This has been replaced by IMCA document IMCA SEL 022/M 194). 7. Bell run and bell lock out times
- 8. Diving in benign conditions, and in pools, tanks, aquariums and
- helicopter underwater escape training
- 9. Divers' breathing air standard and the frequency of tests
- 10. Diving cylinders: Guidance on internal corrosion, fitting valves and filling 11. Diving cylinders: Guidance on their manufacture, inspection and carriage

The Research Reprts are also readily available, and a recent one which may be of particular interest is HSE Research report RR671 'Differential pressure hazards in diving', which may be obtained from www.hse.gov.uk/research/rrpdf/rr761.pdf





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Innofocus	Finland	YAK Diving Academy	India
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Hydrocat	Italy	Marine Consulting Srl	Italy
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West Coast Commercial Diving School	South Africa	Diving Diseases Research Centre (DDRC)	UK
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