

Definition of a DP sea time day

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The NI DP Standard specifies that if the ship and trainee DPO are engaged in DP operations for a minimum of 2 hours in the day, that day may be claimed as a DP Sea time day. The Standard allows for many different DP vessel types and operations.

The purpose of this advisory note is to give guidance on what activities can be included when determining whether or not the time counts as 'engaged in DP operations':

The following activities can legitimately be used towards a DP sea time day:

- Time on watch as a member of the DP watch.
- Using the DP system to control the ship.
- Preparing, planning and setting up on DP.
- Completing training task sections combined with DP operations.
- Using a joystick (DP or IJS) to control the position of the vessel. A maximum of 1 DP sea time day can be claimed when the operation consists entirely of this activity.
- Emergency ship handling training using manual controls to maintain position. A maximum of 1 DP sea time day can be claimed when the operation consists entirely of this activity.
- Conduct and participate in formal trials, including:
 - FMEA trials
 - Annual trials
 - Class trials
 - Charterer trials
 - Field arrival trials
 - DP proving trials.

When 2 DPOs are on watch together, both DPOs are eligible to claim the watchkeeping time.

In circumstances where more than 2 DPOs are required on an operational watch, the Master should make appropriate logbook remarks to explain the circumstances.

Masters should be part of the DP watch to accumulate experience for initial certification. They can use monitoring or being a part of DP watch towards a DP sea time day for their own record of experience for revalidation.

DP sea time cannot be claimed in any circumstances when using the DP autopilot mode.

Please Note: Time on board a vessel with the classification of POSITION MOORING or THRUSTER ASSISTED MOORING (TAM) and DP class notation can be counted as DP sea time for initial DP training. The Nautical Institute will require the candidate to present evidence that the anchors were not deployed for the DP sea time claimed during DP operations when applying for a DP certificate.