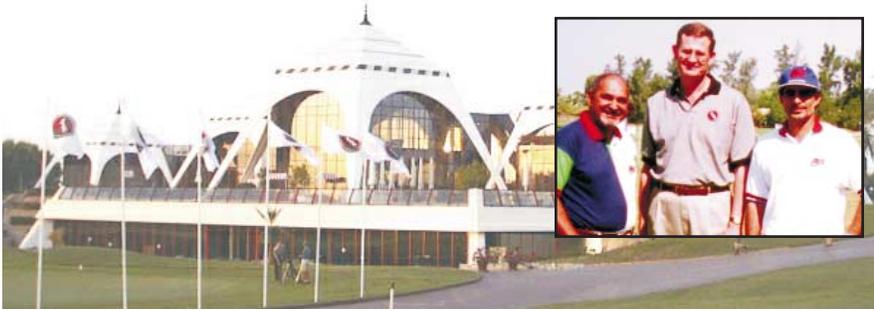


THE IADC CONNECTION

IADC golf tourney UAE's largest



Waving the flag: IADC flags flew proudly in the breeze at the Southern Arabian Peninsula Chapter's annual golf tourney last November in Dubai. Inset (from right): Omani Minister of Oil and Gas His Excellency Dr Mohammed bin Saif Al-Rumby, IADC Vice President-Member Services Ken Fischer and IADC Regional Vice President-International Mohammed Al-Barwani, MB Petroleum Services.

IADC FLAGS FLEW proudly in the breeze at the Southern Arabian Peninsula Chapter's annual golf tourney in November. The event, now in its second year, has from its inception been the largest corporate golf tourney in the United Arab Emirates. 42 team sponsors and 20 hole sponsors contributed US

\$27,000 in prizes and trophies. 232 golfers from 10 nations participated in the event, played on the Majlis championship course, site of the European PGA Desert Classic.

To participate in the 2000 IADC SAP Chapter tournament, contact **Gordon McGeachy**, Golf Committee Chairman, at toes@emirates.net.ae. ■

USCG poses new GOM regulatory challenge

NEW REGULATIONS proposed by the US Coast Guard could pose significant challenges for GOM operations. On 7 Dec, the Coast Guard issued a proposal for a comprehensive rewrite of its Outer Continental Shelf Activities Regulations. The proposal, under preparation for nearly a decade, would impose significant new occupational safety and health requirements on OCS vessels and facilities. Also proposed are new structural fire protection requirements for accommodations on fixed platforms, including those which are part of platform drilling rigs. Following the practice long established for MODUs, the rule would also impose design and inspection and requirements on foreign-flag units, such as construction and pipelay barges engaging in OCS activities. While the proposal is, in many respects, consistent with the recommendations provided to the Coast Guard by industry through the National Offshore Safety Advisory Committee (NOSAC), it is "over the top" in others, said **Alan Spackman**, IADC

Director of Offshore Technical & Regulatory Affairs. Particularly galling for drilling contractors is the Coast Guard's proposal for "offshore competent persons" and confined space entry.

"It's quite curious," Mr Spackman said. "The Coast Guard has stated that OSHA standards are inadequate for shipboard operations, yet is proposing standards that would only apply to MODUs and other vessels engaging in OCS activities—leaving ships that pose the highest risk—tank barges, tankships and chemical carriers—unregulated."

Drilling contractors and vessel operators are not the only ones likely to oppose the proposal: The rule would also require significant upgrades to lifesaving and fire-fighting systems on existing platforms. Comments must be submitted by 5 April 2000.

Contact Alan Spackman, 1/281 578 7171 (alan.spackman@iadc.org). ■

Strict new EPA marine emissions rule to apply to US-flagged vessels

ENVIRONMENTAL PROTECTION

Agency Administrator **Carol Browner** recently signed a new rule phasing in stringent emissions standards for new marine engines over 50 HP for use within the US or installed on US-flag vessels. As *DRILLING CONTRACTOR* goes to press, the rule has not been published in the "Federal Register". However, IADC has been provided a pre-publication copy of the rule.

"IADC has been involved in the rulemaking since its inception and has been instrumental in assuring that clear guidance is provided regarding classification of the engines subject to the rule, as well as appropriate recognition of the parallel development of engine emission standards by the **International Maritime Organization**," said **Alan Spackman**, IADC Director-Offshore Technical and Regulatory Affairs.

The rule's preamble states: "Marine drilling platforms are another example of an application where the question arises of whether an engine is a marine engine (subject to 40 CFR 94) or a land-based nonroad diesel engine (subject to 40 CFR 89). Drill ships are clearly marine vessels, so engines installed in drill ships are marine engines. In contrast, permanently anchored drilling platforms would not qualify as marine vessels, so none of the engines associated with one of these facilities would be a marine engine. A third class of drilling equipment is less clear. Semi-submersible drilling rigs are moored to the ocean bottom, but have some propulsion capability. We consider these to be marine vessels, so any engine that is 'installed' on such a rig would be a marine engine. As described above, we would consider portable engines on a drilling rig to be land-based nonroad engines, since they are not installed on the vessel."

The rules do not apply to engines installed on foreign-flagged ships operating in US waters. These engines must meet the MARPOL standards when they enter into force.

Contact Alan Spackman, 1/281 578 7171 (alan.spackman@iadc.org). ■

Roth is Contracts Vice Chair

Mike Roth, Marketing Manager-North and South America, **Transocean Sedco Forex**, has been chosen to serve as Vice Chairman-Offshore for the IADC Contracts Committee. ■