

# OVID Highlights



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1st April 2012 Edition 14

Welcome to our April 1st issue of OVID Highlights, we had a couple of milestones in March we would like to tell you about:

- Ovid Registered it's 4000th vessel in the OVID Database.
- OCIMF members commissioned our 2000th OVID inspection.
- The new Offshore Vessels Management Self Assessment (OVMSA) has now been published and is available for purchase at [Witherbyseamanship.com](http://Witherbyseamanship.com)

As you can see its been a great month for OVID and we are well ahead of our goal to register 5000 vessels by the end of the year.

## OVID Statistics

Monthly	Feb 2012	Mar 2012
All inspections requested	1848	2035
Inspections purchased	1102	1136
Inspections published	1228	1373
Number of vessels	3879	4000
Number of published OVPQs	2383	2476
Number of all vessel OVPQs	2757	2838
Number of vessel operators	508	537

This months spotlight will feature OVMSA. This new publication, similar to the SIRE TMSA, will assist vessel operators to assess,measure and improve their operations.

## Introduction

The Offshore Vessel Management and Self Assessment (OVMSA) program offers a standard framework for the assessmentof a vessel operator's management systems.

The programme provides vessel operators with guidelines that contain the elements of a formal management system, essential for the management and operation of their vessels.

To be effective, a management system needs to be much more than just procedures. The company leadership/management should define the company's values and aspirations and detail how the company intends to achieve the objectives of their stated policies. Management must also provide adequate resources to ensure that the vessels are properly managed, crewed, operated and maintained by well-trained, competent personnel.

In an effective system, incidents and near misses are investigated to determine root causes and corrective actions are implemented to prevent reoccurrence.

Hazards and risks are systematically identified and assessed to ensure that risk exposure is effectively managed and considered at appropriate levels of management. There is a system to manage change and



quantifiable indicators are used to measure the system's effectiveness and facilitate continuous improvement.

OVMSA contains these elements and provides a structure to help vessel operators assess and modify their management systems to improve overall performance beyond that required by minimum compliance with statutory requirements. OVMSA also provides the industry with useful information presented in a uniform format.

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## Continuous Improvement

Leadership at all levels is an essential part of any improvement process. The building blocks of effective leadership are clarity in describing desired targets and strategic vision, direction, communication, trust, commitment and reinforcement.

Leadership provides alignment to strategies, strong direction for staff and continuous improvement in individual and collective results.

The continuous improvement cycle aims to deliver improvements through a company's management system. The KPIs (Key Performance Indicators) within the elements help operators to drive their continuous improvement programs.

Operators can use the performance information from their own assessment as a stand alone lever for improvement, or combine it with the tools they currently use for developing and improving their management systems. In either case, the feedback should provide operators with a clear, objective picture of their performance. This will help them to identify gaps and will provide a focus for planning closure and future improvements. A comparison between KPIs and OVIQ reports may help vessel operators to identify gaps or areas for improvement.

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## The Key Components of the Continuous Improvement Cycle

The following summarises the key stages of the continuous improvement cycle, i.e. plan, act, measure and improve.

### Plan

Develop plans that include effective strategies and provide clarity in company policies, purposes, processes, roles and responsibilities. OCIMF provides guidance on these issues, encouraging companies to conduct their business with a focus on safety and environmental excellence.

The OVMSA guidelines provide vessel operators with a clear indication of related processes and targets that will help them in planning this goal.

### Act

Work to achieve the organisation's objectives by consistent implementation of plans. The company communicates plans and then prioritises and targets processes for improvement, providing clear definition of objectives and outcome measurements.

The OVMSA guidelines are designed to help operators apply continuous improvement tools and techniques. This segment of the continuous improvement cycle helps staff to align their actions with company goals and to improve performance.

### Measure

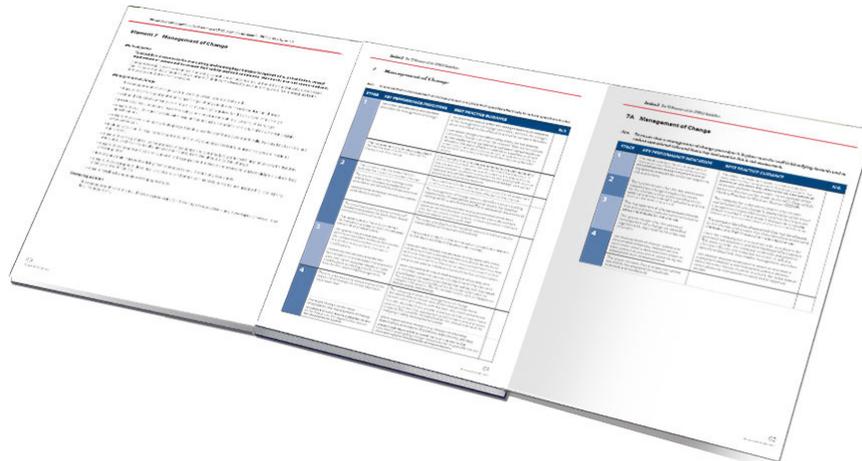
Check, evaluate and feed back information on results achieved. Safety and environmental excellence require processes to check, evaluate and feed back information on progress and achievements in order to achieve sustainable improvement. This segment of the continuous improvement cycle indicates procedural compliance as well as implementation and improvement efforts.

### Improve

Define targets and focus efforts on areas where maximum benefit and improvement can be obtained. The vessel operator compares identified processes with its technical and operational needs and

resources so that it can develop a prioritised plan. Staff review the plan and agree it with management. Where action is required but resources are unavailable, the issue is referred to senior managers. The emphasis is on achieving long-term improvements rather than quick fixes. This segment of the continuous improvement cycle aligns actions with process targets and ensures that individual improvement plans are regularly reviewed and updated. Targets are defined and efforts focused on areas where the vessel operator can achieve the greatest benefits and improvements.

The OVMSA programme complements industry quality codes and is intended to encourage self-regulation and promote continuous improvement. It is also designed to provide vessel operators with a means by which they can demonstrate a strong commitment to safety and environmental excellence.



Please Visit the OVID website at [www.ocimf-ovid.com](http://www.ocimf-ovid.com)

## OVID on the Move

### **Soma-Singapore 2012**

The OVID Team will be at SOMA (Seatrade Offshore Marine Asia) with a booth for 3 days. This is in addition to the workshops we will also be hosting; we look forward to meeting our friends at SOMA, please stop by and pick up the latest updates on OVID.

### **2012 OVID Workshops**

#### **Norway**

We had excellent attendance and feedback from our workshop in Stavanger; thank you to all of the participants as well as our OCIMF member Statoil, Shell, Exxon, BG and ConocoPhillips for attending.

#### **Singapore**

Due to high demand for seats we have added a third day of workshops on the 26th of April; the OVID Team will be in Singapore on April 24th through the 26th at the Singapore Yacht club.

#### **Houston**

June 2012-Dates TBA

As always all of our workshops are free to attend and include lunch.

### **OVID Inspector Courses:**

Jakarta-April 18th-20th (Sold Out)

New Orleans-June 24th-27th (Registration will open May 15th)

New Foundland-July 3rd-5th (Registration will open May 25th)

### **Join us on Facebook**

We have a new OCIMF-OVID Facebook page and we welcome all of our OCIMF members, inspectors and operators to join us. I update this page several times a month with the latest OVID news including future workshops and inspector training.

### **Have an OVID IT Issue?**

**Aziz Benbelkacem**

**OVID Systems Administrator**

Aziz can be contacted at the OVID helpdesk from 9:00-17:00 GMT Monday-Friday (excluding bank holidays)

+44 (0)20 7654 1229

### **Feedback**

We have recently announced changes to some of our questions in the OVIQ; we are currently working on this and expect the changes to be in effect in the next couple of months.

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