

OVID Highlights



Welcome to our November issue of OVID Highlights.

During the month of October, the OVID team was in Kuala Lumpur, Malaysia, as well as Perth, Australia conducting OVID workshops. I would like to thank Captain Kenneth Khoo of Sealestial Marine for working so hard promoting the event in Malaysia and sponsoring lunch on our first day in KL. I would also like to thank Mano Nullasamy and Michael Desa of Chevron for making the arrangement for the Perth workshops.

A special thanks to our members, Petronas, Woodside, Exxon, Shell and Chevron for attending our workshops and training sessions as well as the numerous vessel operators and inspectors in attendance.

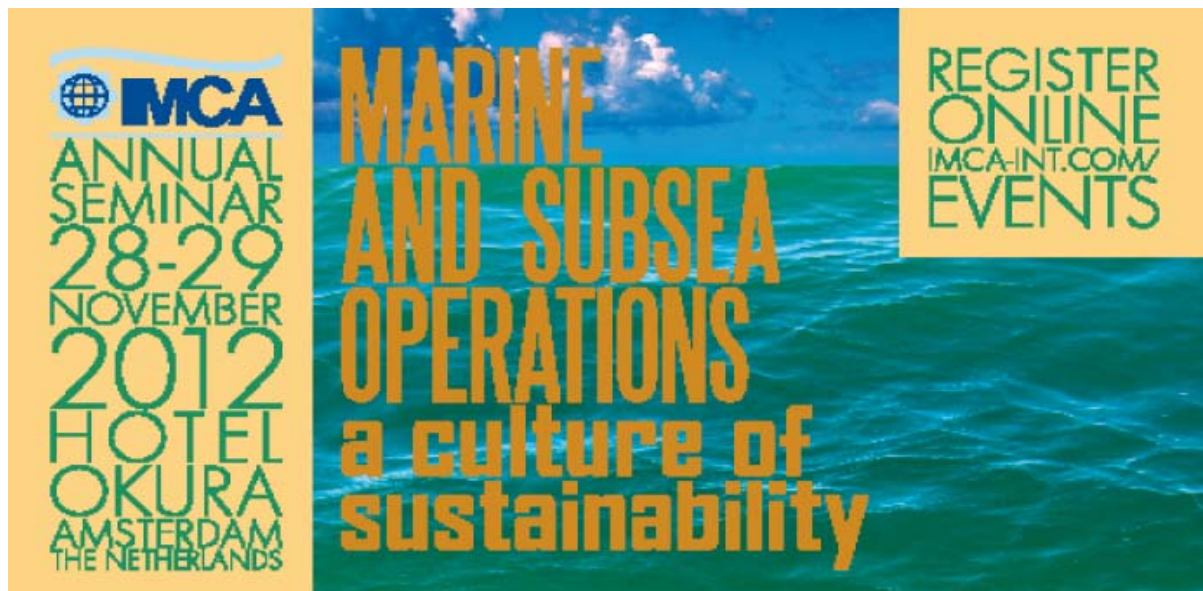
The OVID team also traveled to Miri, Malaysia and carried out a workshop for more than 50 persons, again many thanks to Sealestial Marine, Petronas, Exxon, and Shell for participating.

While in Miri, we had a sold out OVID inspector course for three days, and I was fortunate to have Oliver Pointon and Shaikh Rahim from OCIMF join us for the course.

OVID Statistics

Monthly	Sept. 2012	Oct. 2012
All inspections requested	3359	3636
Inspections purchased	1449	1569
Inspections published	2419	2621
Number of vessels	4816	4918
Number of published OVPQs	3077	3170
Number of all vessel OVPQs	3379	3468
Number of vessel operators	696	729
Operators who have published the OVMSA	19	31
Total Operators who have started the online OVMSA	114	159

This month we are pleased to announce the upcoming IMCA annual Seminar; the OCIMF OVID team will be attending and OCIMF is supporting this event; we hope to see all of you there.



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Once again in this issue, we have been fortunate to have Roger Moeskops of TOTAL write an article on the use of N/S and N/A in the OVIQ ..Roger is also the Chairman of the Ovid Focus Group which gives direction to the OVID inspection system.

Guidelines related to N/S and N/A answers to OVIQ questions

During an OVID inspection inspectors regularly answer a question of the OVIQ with N/S or N/A. N/S stands for not seen and N/A stands for not applicable

It is evident that when a question is answered N/S an explanation from the inspector why an item was not seen is required as there may be various reasons for this.

For example if the question is related to a procedure, the N/S answer may be because the inspector did not ask to see the procedure, or that the inspector asked for the procedure but the vessel was unable to provide it. If the vessel could not show the procedure because it does not exist than the answer to the question should be NO and not N/S. The N/S answer also could be because the particular equipment was sent ashore for repair or inspection etc. if that is the case it should be mentioned by the inspector and then the owner/operator can make a comment that eventually the equipment returned on board and attach evidence to the report to show all is in order.

For the N/A selected by the inspector, the reasons may be as simple as the question does not apply to the vessel for various reasons; this can be a reference to a SOLAS / MARPOL or flag state regulation, or the tonnage of the vessel. This will help the assessor of the inspection report in their final evaluation of the OVIQ of the vessel.

Also the owners/operators should look at and comment on the questions answered with N/S and N/A. When evaluating the OVIQ of a vessel we noted that in the majority of the cases the owner/operator of the vessel is only commenting on the questions answered NO as here the comments from the inspector are shown in red and this is seen by the owners/operators as a

non-conformity for the vessel.

It should be noted that a question answered N/S might have an even more importance for the assessor than a question with a NO answer, and it would be helpful to the oil company if the vessel operator commented on the observations.

Capt. Roger Moeskops(TOTAL)
Chairman of the OVID Focus Group

[OVIQ PDF](#)

Thank you for your emails requesting the OVIQ documents for either training or to review the master document; we are currently putting in place a confidentiality agreement that will need to be agreed to before I send out further copies of the OVIQ. This again goes back to my article last month regarding the abuse of the OVIQ by a minority of vessels owners and inspectors. I expect to have the agreement in place by mid November, and if you are still waiting for the document, please contact me after November 15th.

[Pictures:](#)

I am still looking for pictures of all types of offshore vessels for our publications and presentations. I am also looking for non-conformity pictures from our inspectors which we may also use in our training sessions. If you have some pictures you would like to share, please forward them to my email sean.nicholson@ocimf.com.

[Join Us On Facebook](#)

We have an 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.

[OVID on the Move](#)

[OVID Inspector Courses](#)

If you would like to become an OVID Inspector, please read our requirements on our webpage at www.ocimf-ovid.com

The final 2012 OVID Course is as follows:

London (OCIMF) - December 11th -13th-Sold Out

Our 2013 schedule will be released in January edition of the OVID Highlights.

[OVID Refresher Courses](#)

The first OVID refresher courses will begin in January 2013 at OCIMF in London. These refresher courses are for those inspectors who are at or nearing their 3 year expiration date. The refresher

courses are free of charge to attend and will take 2 days to complete.

The OVID Focus Group has made a some amendments for inspectors to maintain their accreditation; the first one is all inspectors will have a 1 year grace period to take the refresher course starting from the expiration date on your OVID Inspectors I.D. If after this year's grace period, you have not taken a refresher course, your OVID inspector I.D. will be removed from the system.

As of January 1st, all OVID inspectors will be required to complete a minimum of 1 OVID inspection per year. Inspectors who require a refresher course must also meet this requirement. Again the OVID Focus Group has granted a 1 year extension or grace period for all expiring inspector I.D.s so the inspectors have the opportunity to carry out the inspection, if they intend to retain their accreditation.

I will be announcing dates in the next month or so and we expect to conduct the OVID refresher courses in various locations around the world. Again, the refresher course is free to attend for all inspectors who meet the above requirements.

If you have any questions regarding these courses, please feel free to contact me at sean.nicholson@ocimf.com.

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OVID Inspector training Miri



OVID Workshop KL



Miri Malaysia OVID Workshops





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)
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+44 (0)20 7654 1218

Feedback

Have a suggestion to improve OVID?
Please send it to me at
sean.nicholson@ocimf.com

I am always on the lookout for good
pictures of vessels, machinery, findings,
etc. that we can use in our publications
and newsletters; if you have some you
would like to share, please feel free to
forward them to my email address above.

Please visit the OVID website at www.ocimf-ovid.com