

OVID Highlights



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1st October 2012 Edition 20

Welcome to our October issue of OVID Highlights.

During the month of September OCIMF hosted our Ovid Focus Group in London. We also hosted a 2 day workshop for our members to review and discuss improvements to OVID as suggested by our inspectors and operators through the OVID User Group. We reviewed a total of 83 issues surrounding questions in the OVIQ and guidance.

We have set up another work group to complete the question sets for the new vessel variants, and expect this to be completed in the next major OVID release in March of 2013.

The next set of vessel variants to be added to the OVIQ are as follows

1. Barges-Manned and Unmanned
2. Dredgers
3. Landing Craft

In this issue of the newsletter I will be discussing some of the changes we have agreed to which is expected to improve the usability of the OVID system. The Chairman of the OVID Focus Group (Roger Moeskops-TOTAL) has also written an article regarding one of these changes, as well as clear guidance to one of our most asked questions within the OVIQ.

OVPQ Changes

Dear OVID Users,

One of the main objectives of the OVID inspection system is to reduce the number of inspections and to give an overall picture of the marine capabilities of the vessels. It is the aim of the OFG (OVID Focus Group) to continuously improve the OVID inspection system and to have a user friendly inspection protocol. At the OFG meeting held at OCIMF on 12 and 13 September 2012, it was brought to the attention of the OFG members that on certain occasions vessels are re-inspected after a couple of weeks as an OCIMF member wants to

OVID Statistics

Monthly	Aug 2012	Sept 2012
All inspections requested	3218	3419
Inspections purchased	1391	1463
Inspections published	2277	2466
Number of vessels	4707	4863
Number of published OVPQs	3011	3100
Number of all vessel OVPQs	3320	3402
Number of vessel operators	672	704
Operators who have published the OVMSA	16	23
Total Operators who have started the online OVMSA	101	116

hire the vessel for other than for which there is an OVIQ in the database. This results to extra costs and time for the vessel operators, the inspection commissioning entity and more importantly an extra burden on the ship's Master, Officers, and crew.

An example of this was an AHTS with Ice classification working on the spot market. The vessel was inspected as an AHTS variant. Once the job completed with company A the vessel became again available on the market; and Company B was interested in the vessel for operations in arctic areas, where ice class is a requirement. Downloading the OVIQ from the database base company B found out that the ice class variant had not been looked at and consequently re-commissioned an OVID inspection with all consequences following out of that (costs – time – crew under stress). This is just one example how can we improve the system.

One of the solutions is that when registering a vessel with OVID the operator checks off all the possible variants for the vessel to be included in the OVPQ and when commissioning the inspection the commissioning company commission the inspection for all the possible variants given in the OVPQ. The OCIMF-OVID IT team will prepare the additional page for the OVPQ to be completed by the vessel operators. For the new vessels registering into the database this is not a big issue but we realize that for the 4800+ vessels that are actually registered in the database this will require additional work for the operator but at the medium long term we all have the benefit of it and we will have a functional, cost effective and inspection reducing system in place. We thank you for your understanding and collaboration.

Capt. Roger Moeskops
Chairman of the OVID Focus Group

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During our recent work group meeting, probably one of the top 2 or 3 questions I received within the OVIQ, came up during discussions. We reviewed the question and guidance and agreed the question is not clear in what we are asking, or why. Roger has written a descriptive guidance below on this question, which will also be added to our OVID updated OVIQ.

GRAB BAGS

Analysing the answers of the inspectors and the comments of the operators on OVIQ question 5.4.4 on GRAB BAGS there is a need for some additional clarification and or explanation for the OVIQ users (inspectors and operators).

We often have inspectors and vessel operators ask; "WHICH REGULATION IMPOSES THE PRESENCE OF GRAB BAGS ON BOARD OFFSHORE VESSELS"?

The answer is there are no SOLAS regulations requiring Grab Bags on off-shore vessels. So why then do we ask this question? Well, after the PIPER ALFA accident in 1988, which killed **X** number of people, one of the findings of the investigation was that a large majority of the victims died due to suffocation while they tried to escape from the accommodation which was filled with smoke.

The investigation report suggested that if they would have donned a smoke hood and had a torch/flashlight, their life may have been saved. With the offshore vessels becoming larger and with crew cabins on several decks, or for smaller vessels such as crew boats where the crew cabins are often below the waterline and between the galley and the engine room, we

consider that the availability of Grab Bags to be a **best practice**.

The next question is what should be in such a Grab Bag? A smoke hood, a torch, gloves and a knife with a few meters of rope should be contained inside. The Bags should be ready for use and are available on the market. It is important to note that no BA apparatus, life jackets or survival suits are part of the content of the Grab Bags as meant under questions 5.9.14 and 5.9.16 of the OVIQ; these items are part of the life saving appliance which have to be available as per SOLAS regulations.

Capt. Roger Moeskops
Chairman OVID Focus Group

Inspection Report Violations

We have received recent reports from several of our OCIMF members that an OCIMF OVID report has been downloaded from our web site, the water marks removed and the document then transferred into a word document from PDF.

I have spoken about this issue in past newsletters, and it seems to still be happening; so, I have been left with no choice but to remove the PDF OVIQ from our website. This is a copyrighted document owned by OCIMF and cannot be used outside of our system for any other inspection purpose. Again, OVID is not like some other inspections that allow the document to be passed from one person and or company to the other, without regard to the confidentiality of the operators inspection. We take these issues very seriously and the violators of our copyright (vessel operator and inspector) will receive a cease and desist letter from our General Counsel.

In the meantime, for those who genuinely want to use the PDF version of our OVIQ for pre-inspections and training, they will need to send me an email at sean.nicholson@ocimf.com and outline the reasons for a copy. I apologize for the inconvenience, but the integrity of the OVID system requires this action. Only after we determine that it is for a legitimate registered member or inspector, who have signed the confidentiality agreements for the use of OVID, will I then forward them a PDF copy of the OVIQ.

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.

www.ocimf-ovid.com

OVID on the Move

OID Workshops

Our next OVID workshop for Members/Operators and Inspectors will take place on the following dates:

Kuala Lumpur, Malaysia-October 18th, 19th—Only a few seats left

Miri, Malaysia-October 22nd **Fully Booked...**

The above workshops are free of charge to attend and includes lunch; please register by sending me an email at sean.nicholson@ocimf.com

Perth, Australia (Hosted by Chevron)-October 29th, 30th, and 31st—**Fully Booked...**

If the workshop date you would like to attend in fully booked, please feel free to send me an email and I will add you to the waiting list in the event of a cancellation.

OID Inspector Courses

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

The 2012 OVID Courses are as follows:

Nigeria, Africa-November 21st-23rd-**Sold Out**

Borneo (Miri) - October 23rd-25th-**Sold Out**

London - December 11th -13th-**Sold Out**

All OVID Courses are now sold out through the end of the year; we will post our next OVID course schedule in January 2013. I will be announcing our refresher course schedule and requirements in the November Newsletter.

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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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