



OVID Highlights



1st May 2014 Edition 39

Welcome to our May issue of the OVID Highlights

April was a busy time for the OVID team; we were in Houston, Texas and conducted refresher training for our current OVID inspectors based in the Americas.

We are very pleased to announce the Maritime and Port Authority of Singapore (MPA) have now joined OVID.

OVMSA-For the first time we have surpassed 500 registered vessel operators using the OVMSA; with 292 of these operators who have now published thier reports.

Find Us On

LinkedIn/Facebook

http://www.linkedin.com/profile/view?id=129975227&trk=tab_pro
<https://www.facebook.com/#!/ocimf.ovid>

OVID Statistics

Monthly	Mar. 2014	Apr. 2014
Number of Vessels	7156	7261
Number of Vessels with an OVID Inspection - 12 mos.	3852	3993
Number of vessel operators	1177	1211
Operators with published OVMSA	264	292
Total Operators who have started the online OVMSA	489	516
Total OVID Inspectors	714	703

Inspectors Update

Recently there was an accident as described below; this accident highlights the need for OVID inspectors to ensure structural changes or modifications to current vessel systems have been captured by the Operator/Crew including MOC (Management of Change), Class Approvals, Risk Assesments, etc. As you will see on page 2 of this newsletter, the lack of an MOC process is the number 6 finding in all of OVID.

What happened

A Field Subsea Intervention Vessel was in the process of completing metrology operations. The Chief Officer (CO) and the Master noticed that a mud tank on the port side (PS), which should have been empty, was reading full and decided to investigate. The Ship Boatswain (Bosun) and an Able Bodied Seaman (AB) proceeded to carry out the investigation by opening up the mud tank inspection hatch. AB removed the bolts on the inspection hatch blind flange. After AB removed the last bolt, the blind flange ejected with a high amount of energy and force striking AB in the face and knocking him unconscious. The personnel on deck immediately raised an alarm and the Ship Doctor tried to revive AB but unfortunately he died.

Why it happened

The incident had several contributing factors:

- 1) Recent modifications to the vessel resulted in the tank vent being sealed off. However, the air supply to the level sensing system in the tank was left intact and active which resulted in the tank being pressurized with air. This caused the tank to read full.
- 2) The crew did not expect any pressure in the tank and considered the task of removing the flange as a low risk routine activity, consequently no tool box talk or job hazard analysis were conducted nor was a safe work plan prepared.
- 3) The generally accepted safe working practice of partially loosening each bolt to check for pressure or energy in the tank was not followed.

Suggested toolbox/safety meeting questions

- Are we using the appropriate safety tools i.e. tool box talks, job hazard analysis and safe work plans even when the task is considered routine?
- Do you get sufficiently involved in managing risks with marine crew activities?

- How are you managing the risks associated with changes carried out on vessels supporting our operations?
- Do you have an MOC process in place and does it cover temporary changes or alterations?

OVID Top 10

Listed below are the top 10 findings for general OVID questions based on 2230 vessel inspections over the past 12 months.

5.4.4 Are 'grab bags' available in cabins?	1295
3.2.12 Have all deck officers attended bridge resource management courses?	1144
11.1.10 Does the operator subscribe to a testing programme for fuel, HFO or MDO?	1007
5.6.4 Does the PTW system specify when shore management approval is required prior to work being carried out?	899
1.1.14 Is an up to date OCIMF OVPQ available on board?	878
15.3.2 Is there evidence to demonstrate that the MoC process is being properly applied?	854
9.3.6 Is information available verifying the SWL of all mooring fittings?	827
5.7.5 Are cranes, derricks, pad eyes and other securing points clearly marked with their SWL?	746
5.2.8 Are tests undertaken of the potable water system and is regular maintenance carried out and recorded?	707
2.2.4 Is a recent operator's audit report available and is a close-out system in place for dealing with non-conformities?	639

OVID Refresher Course Houston, Texas





www.ocimf-ovid.com

OVID Picture of the Month...

This month's picture was sent in by Captain Kris Kalloway of ConocoPhillips as seen during a barge inspection. Do you have an interesting picture taken during an inspection? If you would like to share them, please send to sean.nicholson@ocimf.com.



Aziz Benbelkacem
OVID Systems Administrator

OVID helpdesk
09:00– 17:00 GMT
Monday—Friday (excluding bank holidays)
ovidsupport@ocimf.com
+44 2076541218

Zoe Wilson
Inspectors/Systems Administrator
ovidaccredit@ocimf.com
ovidsupport@ocimf.com
+44 2076541241

www.ocimf-ovid.com