



# OVID/Offshore Newsletter

Issue 2 - July 2016

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[www.ocimf-ovid.org](http://www.ocimf-ovid.org)

Welcome to another edition of the  
OCIMF OVID/Offshore Newsletter.

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Do you have news that you'd like to share  
with our readers? If so email  
[newsletter@ocimf.org](mailto:newsletter@ocimf.org)

## Contents

- OVID Current Status
- New OVID Items for 2016
- OVID Focus Group
- OVID Inspector News
- Offshore Maritime Operations Group
- Floating Systems Group
- Newsletter Registration

## OVID Current Status

Earlier this year we conducted a strategic review of the OVID programme. OVID has been going for over five years and the review was to identify new ways to increase its

acceptance and use. Although the total number of OVID inspections submitted to the database has decreased by 6% since the end of 2014, this was not the driver of this review. Following the review two programme changes were put forward to the Offshore Marine Committee and were approved to begin development.

First proposal is to create a new category of OVID Programme Recipients who, if given permission from the vessel operator, would be able access OVIQ's. This new category is designed to allow non OCIMF companies access to the OVIQ and to increase the acceptance of OVIQ in areas where vessels are operating in associated industries, not necessarily exclusively oil and gas.

The second proposal is to develop a mechanism for vessel operators to request OVIQ inspections. This enhances the schemes already in place by some of the OCIMF members that help to facilitate inspections by operators not on contract. This philosophy allows vessel operators to have an OVIQ and also for them to track and request annual renewals themselves.

Further details will be released as these enhancements get closer to implementation. If you have any questions related to these 2 changes, please feel free to email us at [ovid@ocimf.org](mailto:ovid@ocimf.org).

#### **OVID numbers as of Jul 1<sup>st</sup> 2016**

Current OCIMF Members using OVID (out of 105 OCIMF members)	71
Number of vessels	9488
Number of Vessels with an OVID Inspection	5731
Number of inspections submitted in last 12 months	2820
Number of vessel operators	1612
Operators with published OVMSA	617
Total Operators who have started the online OVMSA	860
Total OVID Inspectors	476

#### **Regional breakdown of OVIDs (01Jul2015 thru 30Jun2016)**

<b>Description</b>	<b>Count</b>	<b>Percentage</b>
Africa (Not North Africa)	566	21%
Australia and New Zealand	172	6%
Baltic Sea, including Norway, Finland, Russia, Sweden	186	7%
Caspian Sea	79	3%
Europe Atlantic coast, including France, Spain, and Portugal	26	1%
Far East (China, Korea, Thailand, Indonesia, Philippines, Singapore, etc.)	618	23%
India, Burma, Sri Lanka	15	1%
Mediterranean Sea, Black Sea and North Africa	24	1%
Middle East (Read Sea, Persian Gulf)	172	6%
North America	452	17%

North West Europe (UK, Germany, Netherlands)	304	11%
South and Central America, including Caribbean	99	4%
Country Not Specified*	31	1%

\*As a reminder to please enter country where OVID is taking place when creating the commission.

### **OVIQ2 Most frequent observations from Anchor Handling section**

These totals are based on OVIQ2s that were commissioned with anchor handling operation selected during the first half of 2016

Question Number	Question Text	No. Observations
8.6.21	Are records available confirming the formal training of winch operators?	106
8.6.15	Does the vessel have a tension gauge and/or tension limiter to monitor bollard pull and is it regularly calibrated?	93
8.6.3	Does the vessel have displayed on the bridge a document to show the acceptable vertical and horizontal transverse force/tensions to which the vessel can be exposed?	93
8.6.10	If the vessel has a minimum freeboard requirement for safety on deck, is it specified in the operating manual?	76
8.6.7	Does the vessel operating manual include written procedures for SIMOPS and tandem vessel operations?	68
8.6.16	Are bollard pull figures available for when power is diverted to transverse thrusters or other large power consumers?	62
8.6.2	Does the vessel have contingency plans for operations associated with anchor handling?	61
8.6.9	Does the vessel's operating procedure define a minimum of two deck officers capable of taking control of the vessel to be on the bridge throughout anchor handling operations?	58
8.6.6	Does the vessel operating manual have a written procedure for safe anchor handling operations in differing water depths?	52
8.6.24	Does the vessel have a policy/procedures to control the use of the DP system during anchor handling operations?	51

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## **NEW OVID Items for 2016**

**OVIQ download identification**

Each time an OVIQ document is created in pdf. format within the OVID system it is stamped with the date and time it was created as well as the organisation name of the current user. This was added earlier this year to enhance the integrity of the system. Example is shown below:



## Email Notification of OVIQ Download

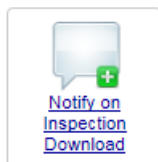
The Primary User of an OVID Vessel now has the ability to opt-in to receiving a 'Daily Summary' email notification. The 'Daily Summary' will contain a list of OVIQ reports, published for the vessel on the database, which have been downloaded within the previous 24-hours.

The ability to opt-in to the new 'Daily Summary' email is controlled via 'Vessel Actions – OVPQ, Crew and data Updates' page within the Vessel Details tab, as shown below:

### Vessel Notifications

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When enabled, notify the primary user of this vessel about certain events.

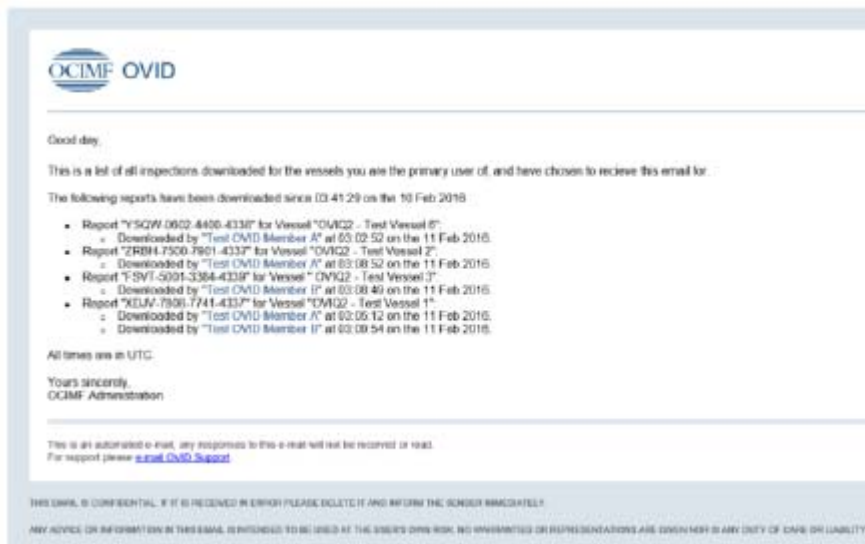


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The accounts 'Primary User' and 'OS Organisation Supervisor' are the only roles with access to the 'Vessel Notification' tab for the selected vessel.

The Daily Summary email contains the following information:

- Name of each vessel
- OVID Report Name
- The OVID Organisation downloading the OVID Report Name
- The date and time that the download took place



## OVID Focus Group

### OVIQ Report Quality

Last February during the OVID Focus Group (OFG) meeting several members expressed the view that more could be done to improve the quality of inspection reports. As commissioners and validators of these reports your teams and colleagues are the control point to prevent a poor quality report being released.

Recent issues:

- Inspectors writing Not Applicable having answered the question as a “No”. We are aware that some questions do not have N/A option but inspector should explain why it is not applicable. E.g. Question 8.8.12 answered “No” with comments “N/A as vessel is not fitted with bulk transfer pumps”
- Inspectors answering questions as “Yes” then providing a narrative in the Other Inspector Comments that reflected that the question should have been answered “No”
- Inspectors writing no value comments in Yes answers. Comments in the Yes section must add value and provide additional context and not simply confirm the question or document the action taken by the inspector e.g. “Spot Checked” “Instructions Available” “Procedures Posted”.
- Subjective terminology in inspector’s observations (only, appropriate, correctly/incorrectly, satisfactory etc.).
- Complete scopes of vessel capability /design not being covered in the inspection report (e.g. AHTS inspected but towing variant not completed/ Construction vessel with a helideck and no Helideck section completed). With this please ensure the full scope of vessels operational capability and class notation is covered when selecting variants during commissioning stage. Even if it will not be used for that work by the company commissioning the report the OVID is a shared system among the OCIMF Membership.

Once the inspector submits the report for validation please conduct a thorough review to eliminate:

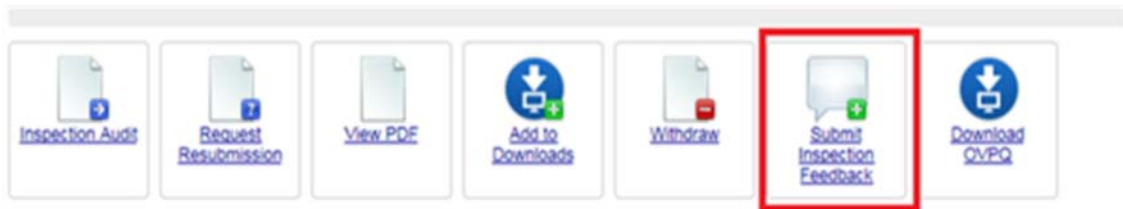
- Comments made that are not relevant or add no value.
- Inappropriate / subjective/opinionated/leading comments.
- Typos/incorrect date/info.
- Observations issued not based on OVIQ guidance.
- Reporting findings in the wrong areas of the questions set.

### **OVID Member Report Feedback**

When you purchase and download a report from OVID and are not satisfied with the content or find it lacking, please use the report feedback facility in OVID. This ensures that the commissioner/validator are informed and also the inspector is advised. Currently the level of report feedback is very low and inconsistent with the responses on report quality received during recent survey.

OFG Members have all undertaken to do more in their respective organisations to address the issue of consistent reporting standards and report quality.

Feedback is provided by using the highlighted button from the screenshot below. As a reminder this option is to supply feedback to the inspector and commissioning OCIMF Member. It is **not** to be used to request responses from the vessel operator.



### **OVID User Group (OUG)**

The next meeting of the OUG will held via telecom on Sept 7th, 2016 at 14:00 – 17:00 London time. As a reminder the purpose of the OUG is to enable users of the OVID programme to provide their comments and feedback on the operations on the programme and where improvement might be considered.

If you are interested in participating, please send an email to [ovid@ocimf.org](mailto:ovid@ocimf.org) and we will add your name to invite list.

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## **OVID Inspector News**

### **Minimum Inspection Requirement**

With the slowdown in the offshore industry several OVID Accredited inspectors have raised the that they may not be able to meet minimum inspection requirement for 2016 – currently four. As reported earlier in this newsletter we have only seen a decrease of 6% of OVIQ reports submitted to the database.

We continually monitoring the number of inspections submitted in relation to the number of accredited inspectors. The OFG will meet later this year and decide on whether the minimum inspection requirement for 2016 need to be amended.

### **Accreditation Expiring Email**

OVID Accredited Inspectors are required to attend a OVID Refresher Course every three years. It was recently noted that some OVID Accredited Inspectors were waiting to the last minute to register for these courses and some were not aware of the requirement. To help inspectors with managing their accreditations we have set-up auto email reminders.

OVID Inspectors will receive automatic emails advising them that their accreditation is expiring and they need to attend a Refresher Course:

- First email expiry date minus 365 days.
- Second email expiry date minus 180 days.
- Third and last email expiry date minus 90 days.

**Failure to attend a refresher course will result in OVID accreditation being suspended.**

### **Reinstatement of Refresher Course Exam**

To help with the OFG's goal to improve the quality of submitted OVIQs, and because of the high number of resubmission requests, we have reinstated an exam for Refresher courses.

The objective of this exam is to determine an inspector's ability to use the information provided (text and photographs) to write clear and objective observations that accurately describe specific situations or the condition of a vessel or its equipment.

### **2017 OVID Course Schedule**

If you need to attend a Refresher Course next year or would like to attend a New OVID Inspector course, the schedule will be posted on the OVID website mid-September.

### **Re-organised OVIQ (ROOVIQ) template**

Currently we are developing the capability for an individual OVID Inspector to create a re-organised OVIQ inspection (ROOVIQ) template from within the editor. This will give an OVID inspector the ability to re-organise the question set into a format which follows the direction of his/her inspection routine.

We expect to release the ROOVIQ later this year.

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## **Offshore Maritime Operations Group (OMOG)**

### **DP Information Paper**

The Offshore Maritime Operations Group has spent the last 24-months focusing on developing a DP Information Paper that provides guidance on DP Assurance, DPO training and operational best practice with regards to using DP modes on-board a vessel. This Information Paper was developed in response to the needs of OCIMF Members as it is designed to supplement and add additional value to the current guidance available within the industry. The Information Paper is in the process of an editorial review and will be available on the OCIMF website later this year.

### **Chemical Work Group**

The Chemical Workgroup “The Carriage of Methanol in Bulk Onboard Offshore Vessel” will commence in September 2016 when OMOG next meets. The basis of this work group is to address the concerns currently held with regard to Methanol. The scope of the work group will be expanded to capture “Other Chemicals” in due course.

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## **Floating Systems Group (FSG)**

### **Marine Assessment of F(P)SOs**

Earlier this year OCIMF published the information paper *Guidelines on the Marine Assessment of F(P)SOs Assessment Criteria and Questionnaire*.

It has been published to encourage the uniform assessment of safe marine operations and marine operations related environmental protection at floating (production) storage and offloading (F(P)SO) installations that export product using offtake tankers.

Please note that this information paper will also be available to download from the Information Paper area of the OCIMF website <http://www.ocimf.com/Library/Information-Papers>

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## **Newsletter Registration**

We have reinstated the OVID newsletter registration on the OVID home page.  
<https://www.ocimf-ovid.org/Welcome.aspx>



Subscribe to or share with your colleagues our email newsletter and stay up to date with the current OCIMF OVID/Offshore news.

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## **OVID Contacts**

### OVID Support

09:00 - 17:00 GMT+1

Monday - Friday (excluding bank holidays)

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