



Chasing Rainbows

ACHIEVING THE HOLY GRAIL OF
IMPROVED FLEET PERFORMANCE,
INCREASED FLEET UTILISATION AND
REDUCED COSTS

Fleet Performance

- Extract the maximum value from expensive SIRE inspections
- Stop obsessing about the count of Observations as a meaningful risk measure
- Analyse the risks associated with the Inspector's words

SIRE Observations as a Primary KPI

Stage 1

- Count of Inspector Observations

Stage 2

- Potential Risk

Stage 3

- Assessed Risk

Stage 4

- Final Risk





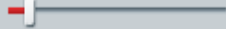
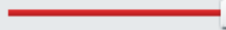

1. Count of Observations

- A quick but relatively basic measure of performance.
- Widely used in the Industry as a major KPI.
- Takes no account of the nature of the Observation
- Numerous Observations have serious financial implications

2. Potential Risk

- Used by oil companies
- Each SIRE VIQ question is pre-set with a potential risk score based on the topic and attendant risk possibilities.
- No account taken of the significance of the Observation

Setting Potential Risk Values to Each VIQ Question

4.2	Has the Master written his own Standing Orders and are Bridge Orders being completed and have the deck officers countersigned them as being read and understood.		1.5
4.3	Are deck log books and engine movement (bell) books correctly maintained and is an adequate record being kept of all the navigational activities, both at sea and under pilotage?		1.5
4.4	Are the vessel's manoeuvring characteristics displayed on the bridge?		0.5
4.5	Are procedures in place for the testing of bridge equipment before arrival and departure?		1.5
4.6	Are records maintained of fire and safety rounds being completed after each watch?		0.5
4.7	Are checklists for pre-arrival, pre-departure, watch handover, pilot-master exchange and pilot card effectively completed?		5
4.8	Does the operator provide guidance on minimum under keel clearance and squat?		5

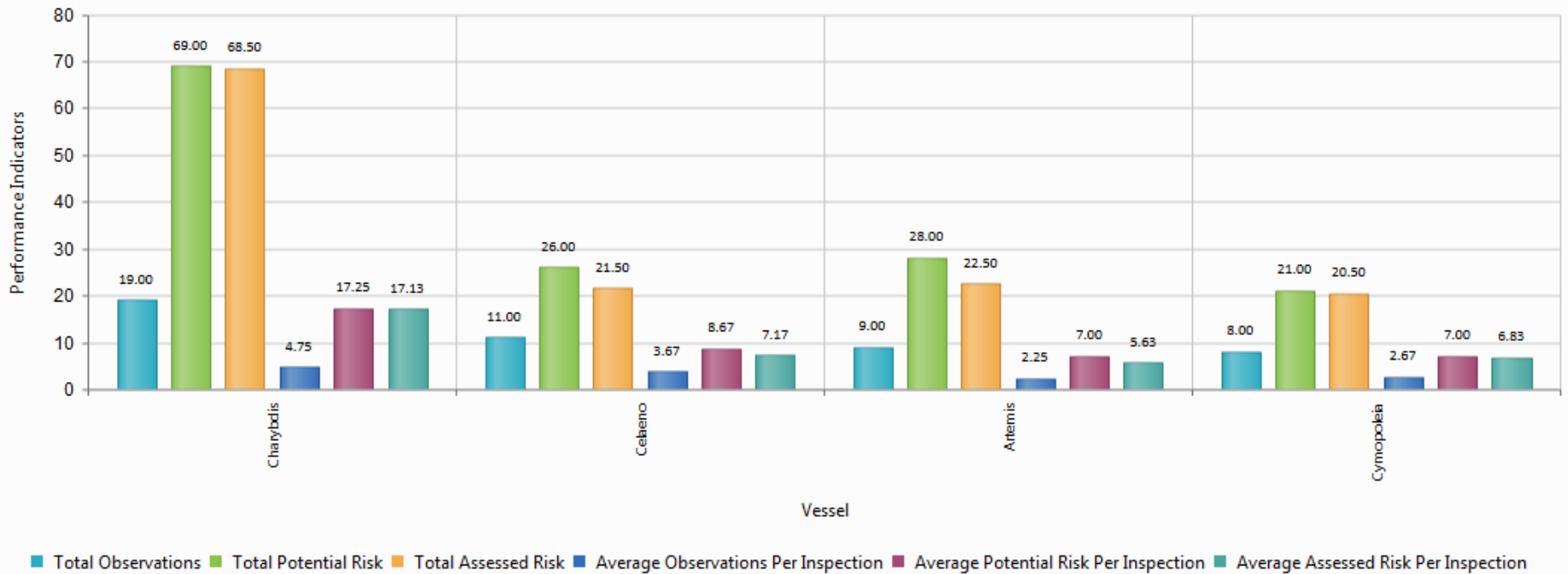
3. Assessing the Risk

- Observations reviewed and Potential Risk value adjusted - if appropriate - to reflect risk value proportional to the words of the Observation
 - A High Potential Risk question associated a trivial observation may justify a reduced Assessed Risk.
 - A Low Potential Risk question associated with a High Risk observation may justify a increased Assessed Risk



Risk Measures after Assessed Risk Values Applied

Vessel: Performance Indicators. DataSource: Inspection Reports. Time Period: 01 Jan 2015 to 31 Dec 2016



4. Final Risk

- ▶ Manual adjustment takes into account the nature of the Observation, Root Cause, Corrective and Preventative actions, that sets the degree of risk that remains.



Observation

Inspection: Hippocampi - 03 Dec 2015

Viq6 (All) Q5.59

Are the main deck, pump room, engine room and other fixed fire extinguishing systems, where fitted, in good order and are clear operating instructions posted?

Inspector Observations: Fault alarm was found active on alarm panel for Water Mist local fire fighting system for engine room. (Chief Engineer reported that sensor located near incinerator was faulty and vessel was awaiting supply of requisitioned spares to rectify the fault.)

Paint lockers and flammable liquid lockers shall be protected by an appropriate fire-extinguishing arrangement approved by the Administration. (SOLAS 1974 II-2/18.7 and SOLAS 2004 II-2/10.6.3.2) For ships constructed after 1st July 2002, paint lockers shall be...

Assessment

- Preventable
- Non Conformity



ISM Code:

Work in Progress

Lead:

Remedial Action

Target Closeout Date

Actual Closeout Date




Completed



Risk Measures and Corrective Actions

Assessment

Preventable
 Non Conformity

Risk Potential: 
 Risk Assessed: 
 Risk Final: 



0 1 2 3 4 5

ISM Code:

Work in Progress

Lead:

Remedial Action

Target Closeout Date 
Actual Closeout Date 

Completed

- ▶ Preventable?
- ▶ Non-Conformity?
- ▶ Potential, Assessed and Final Risk
- ▶ ISM Code Reference
- ▶ Person Responsible
- ▶ Remedial actions
- ▶ Target Close-Out Date
- ▶ Actual Close-out Date
- ▶ All actions complete

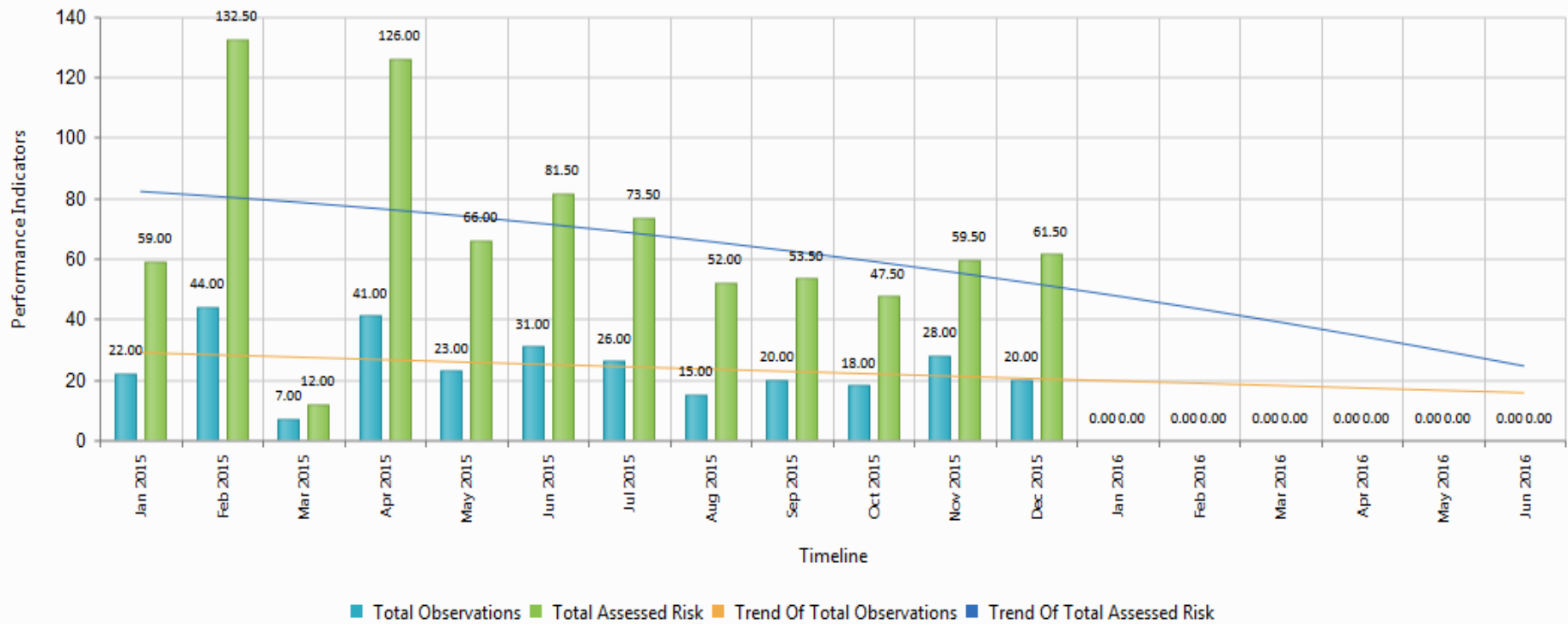
Show Me! Prove It!

- ▶ Performance and risks associated with Equipment, Operations and Personnel
- ▶ Demonstrating performance

2015 Timeline Performance.

Total Obs & Assessed Risk for Fleet

Timeline: Performance Indicators. DataSource: Inspection Reports. Time Period: 01 Jan 2015 to 31 Dec 2015



Reducing the Workload

The SIRE On-Line Officers Matrix

Officer Manager Demo Mode

Home Officers Manager Officers Planning Officers Compliance

Site map Recalculate Service Periods Officers Chart Officers Report Import Officers Export Screen

Enter Officer Name or Payroll Code

Select	Edit	Vessel Name	Edit	Delete	Name	Payroll	Vessel Name	Rank	Nationality	Competency	Country	Admin	Certificate
<input type="checkbox"/>		Unassigned			BRATISLAV FEARTEL	79332	Artemis	Master	Indian	Class 1	India	Yes	Oil
<input checked="" type="checkbox"/>		Artemis			SAID ZAMDERER	80222	Artemis	Chief Officer	Indian	Class 2	India	Yes	Oil
<input type="checkbox"/>		Aurai			GUANG LIU	78798	Artemis	2nd Officer	Chinese	OOW	China	Yes	Oil
<input type="checkbox"/>		Auxo			YIN HANG	79706	Artemis	3rd Officer	Chinese	OOW	China	Yes	Oil
<input type="checkbox"/>		Benthesikyme			GAMAL PRETTY	78865	Artemis	Chief Engineer	Indian	Class 1	United Kingd...	Yes	Oil
<input type="checkbox"/>		Brizo			KULDIP KHAM	79602	Artemis	1st Engineer	Indian	Class 1	Singapore	Yes	Oil
<input type="checkbox"/>		Celaeno			AGNEL NOSCO	78825	Artemis	2nd Engineer	Indian	EOOW	India	Yes	Oil
<input type="checkbox"/>		Ceto			GRAHAM JOHNSON	80534	Artemis	2nd Engineer	Filipino	EOOW	Philippines	Yes	Oil
<input type="checkbox"/>		Charybdis			RAJESH ZHANAR	78846	Artemis	3rd Engineer	Chinese	EOOW	China	Yes	Oil

Managing and Maintaining Officers' Records of Experience



Officer Manager
Home ▾ **Officers Manager** Officers Planning Officers Compliance

[Add Officer](#) [Update SIRE](#) [Recalculate Service Periods](#) [Officers Chart](#) [Officers Report](#) [Import Officers](#) [Export](#)

Select	Edit	Vessel Name	Edit	Delete	Name	Payroll	Vessel Name	Rank	Nationality
<input checked="" type="checkbox"/>		Unassigned			ABHAY MOHAN KAPOOR	79964		Master	Indian
<input type="checkbox"/>		Artemis			ABHISHEK THAKUR	79779		Master	Indian
<input type="checkbox"/>		Aurai			AMANDEEP SINGH RANGI	79740		Master	Indian
<input type="checkbox"/>		Auxo			ANIL KAMATH	80763		Master	Indian
<input type="checkbox"/>		Benthesikyme			DALIBOR CUCA	58847		Master	Montenegrin
<input type="checkbox"/>		Brizo			GOKCEN OZKAN	81131		Master	Turkish
<input type="checkbox"/>		Celaeno			GRZEGORZ KUDZIN	46654		Master	Polish
<input type="checkbox"/>		Ceto			HARISH MANJESHWAR	78719		Master	Indian
<input type="checkbox"/>		Charvbdis			IGOR GORYACHKO	80454		Master	Georgian

Meeting Oil Company Matrix Requirements



Benthesikyme

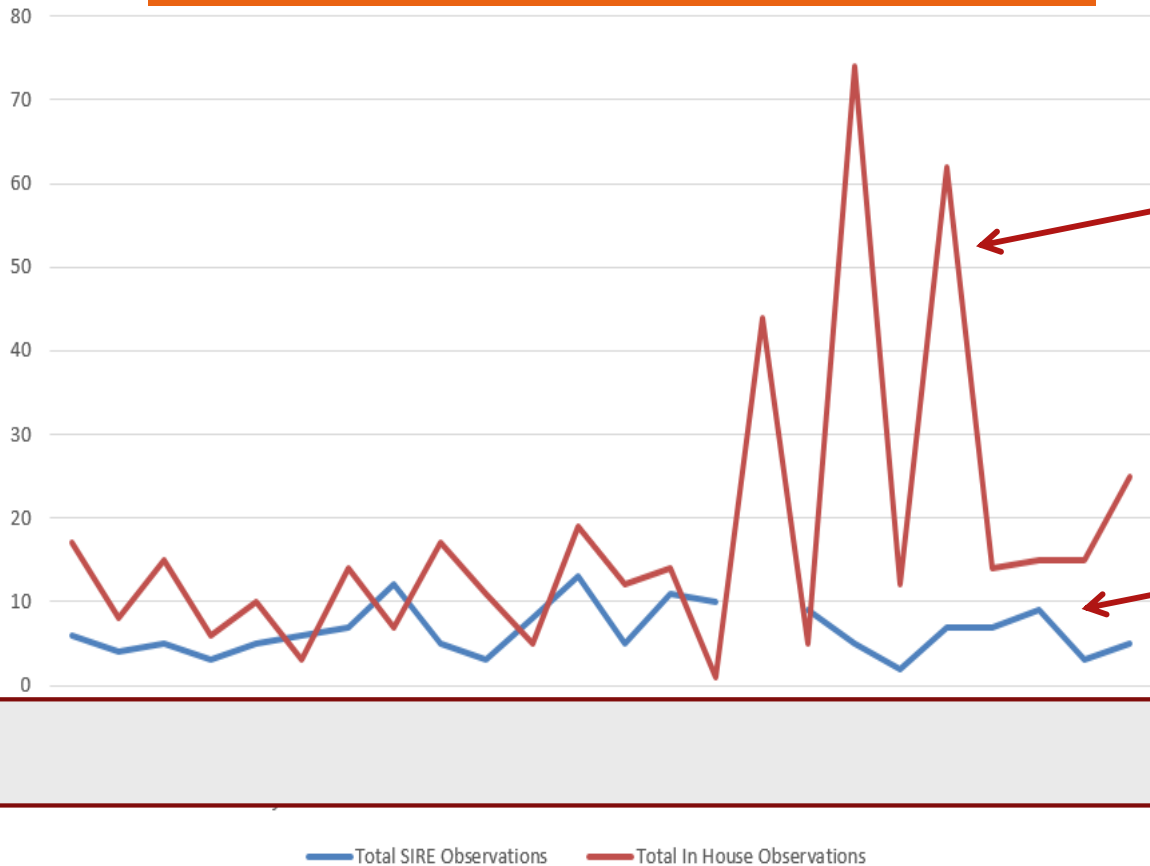
Export Screen

Organisation	Officer compliance status for Chevron - Benthesikyme		Live Crew
<ul style="list-style-type: none"> BP Chevron Conoco Phillips (Gas) Gazprom Koch Marathon Petronas RasGas LNG Repsol Rightship Shell Sigtto LNG TMS 	<p>Years in Rank</p> <p>The combined in-rank experience of the Master and Chief Officer must be at least 2.5 years actual sea-time on tankers</p> <p>The combined in-rank experience of the Chief Engineer and Second Engineer must be at least 2.5 years actual sea-time on tankers.</p> <p>Years on This Type of Tanker</p> <p>Master shall not be less than 1 year experience this type of tanker (sea-service).</p> <p>Chief Officer shall not be less than 1 year experience this ype of tanker (sea-service).</p> <p>Chief Engineer shall not be less than 1 year experience this type of tanker (sea-service).</p> <p>Second Engineer shall not be less than 1 year experience this type of tanker (sea-service).</p> <p>Years on All Types of Tankers</p> <p>The sea-going experience of the Master on 'any type of tanker' should be no less than 2.5 years.</p> <p>The sea-going experience of the Chief Engineer on 'any type of tanker' should be no less than 2.5 years.</p> <p>The sea-going experience of the Chief Officer should be no less than 2.5 years.</p> <p>The sea-going experience of the Second Engineer should be no less than 2.5 years.</p> <p>Remarks</p>	<p>2.5 years</p> <p>2.5 years</p> <p>1 year</p> <p>1 year</p> <p>1 year</p> <p>1 year</p> <p>2.5 years</p> <p>2.5 years</p> <p>2.5 years</p> <p>2.5 years</p>	<p>12.3 years</p> <p>6.6 years</p> <p>5.5 years</p> <p>4.5 years</p> <p>10 years</p> <p>1.6 years</p> <p>5.5 years</p> <p>11.3 years</p> <p>5.1 years</p> <p>1.6 years</p>

Tools that work! Self-Inspection Templates



SELF INSPECTIONS VS SIRE INSPECTIONS



Total Operator's Observations
1 Inspection per year

Total SIRE
Observations
At least 2 Inspections
per year

What is Next?

- ▶ Import and Risk Assessment of PSC reports
- ▶ A consistent quantitative (as opposed to relative) measure of risk
- ▶ Cooperation with Classification Societies
- ▶ Engagement with other stakeholders to assist Operators to utilise the many data resources to drive excellence, deliver zero incidents and zero pollution
- ▶ Real tools to reduce the stress on seafarers



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