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

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SIRE Observations as a Primary KPI

Stage 1
- Count of Inspector Observations

Stage 2
- Potential Risk

Stage 3
- Assessed Risk

Stage 4
- Final Risk

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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

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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

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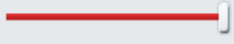
Setting Potential Risk Values to Each VIQ Question

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

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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

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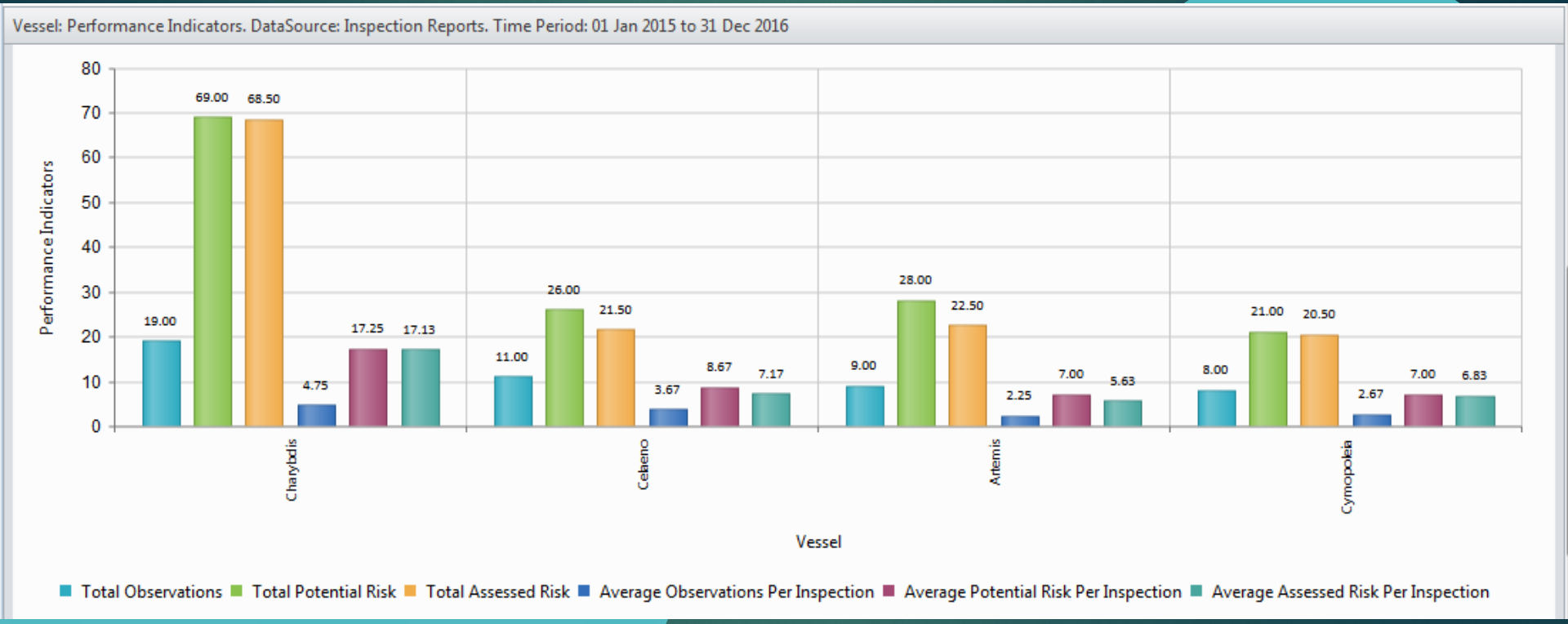
Risk Measures after Assessed Risk Values Applied



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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.

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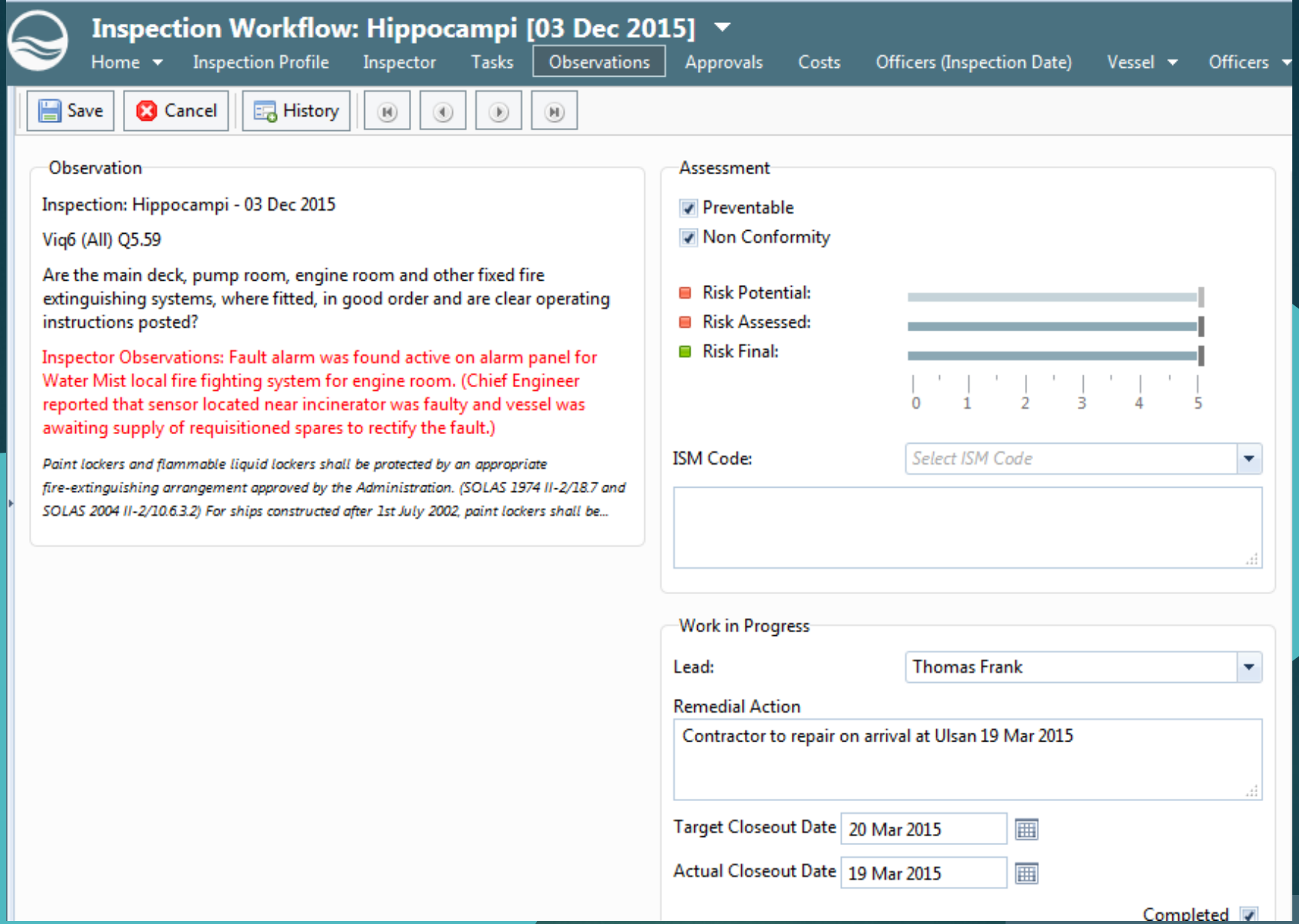
Inspection Workflow: Hippocampi [03 Dec 2015]
Home
Inspection Profile
Inspector
Tasks
Observations
Approvals
Costs
Officers (Inspection Date)
Vessel
Officers
Save
Cancel
History
Observation
Inspection: Hippocampi - 03 Dec 2015
Viq6 (All) Q5.59
Are the main deck, pump room, engine room and other fixed 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
Risk Potential:
Risk Assessed:
Risk Final:
0
1
2
3
4
5
ISM Code:
Select ISM Code
Work in Progress
Lead:
Thomas Frank
Remedial Action
Contractor to repair on arrival at Ulsan 19 Mar 2015
Target Closeout Date
20 Mar 2015
Actual Closeout Date
19 Mar 2015
Completed

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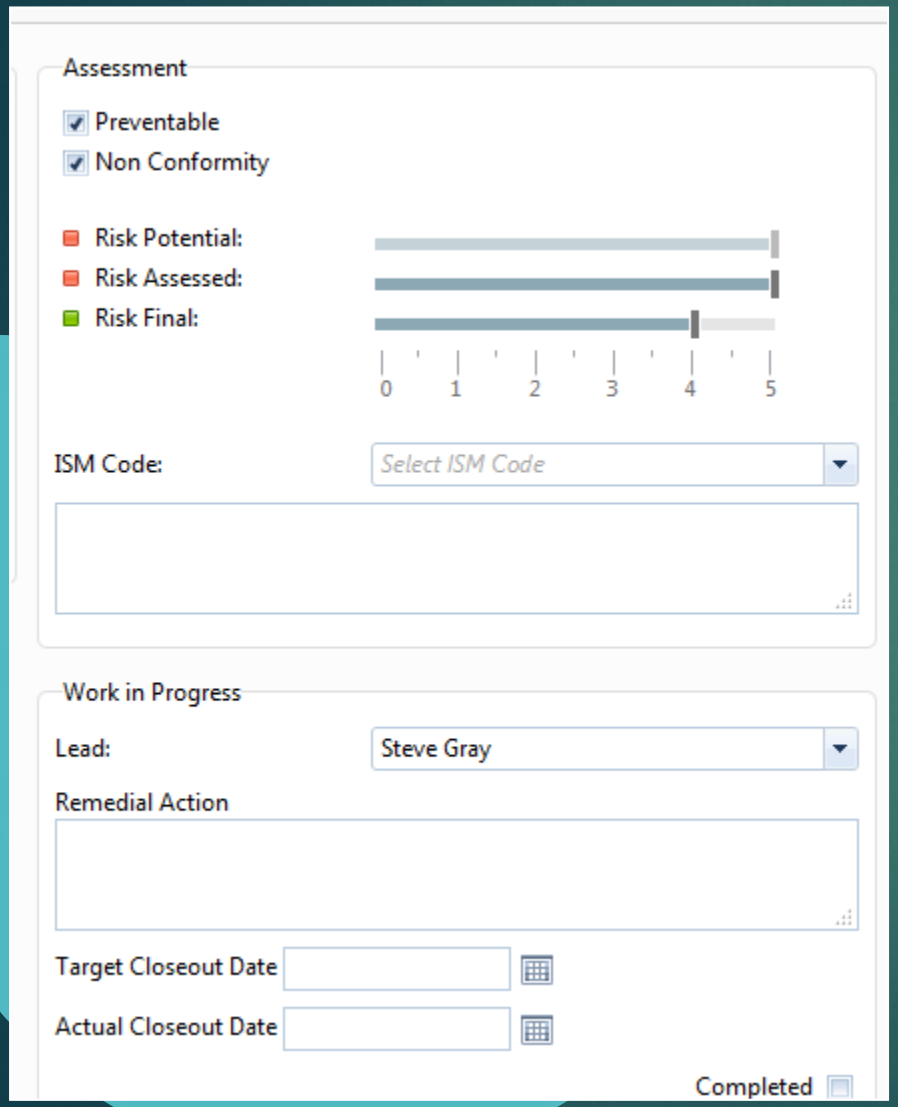
Risk Measures and Corrective Actions



- 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

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Show Me! Prove It!

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

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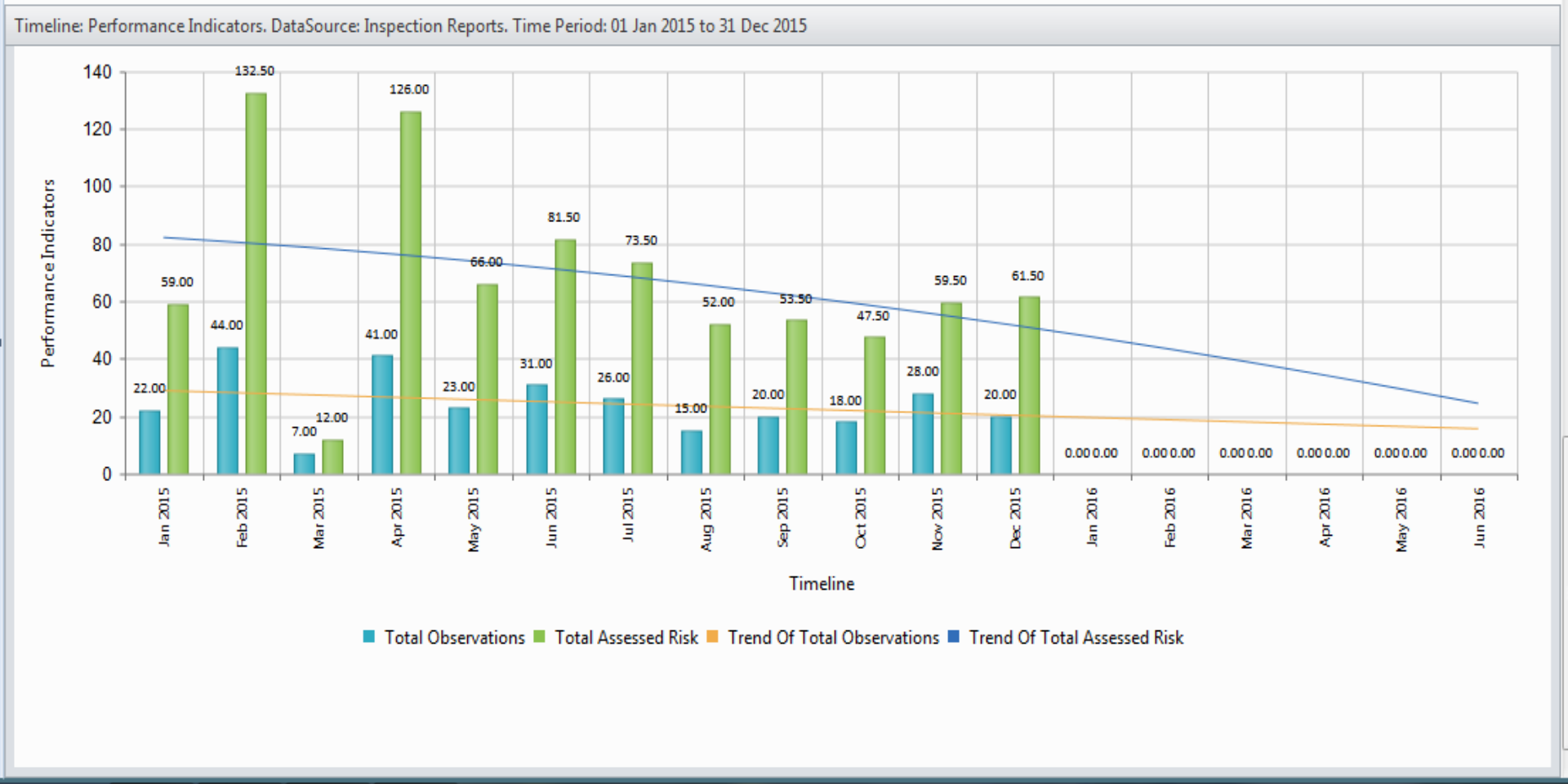
2015 Timeline Performance. Total Obs & Assessed Risk for Fleet



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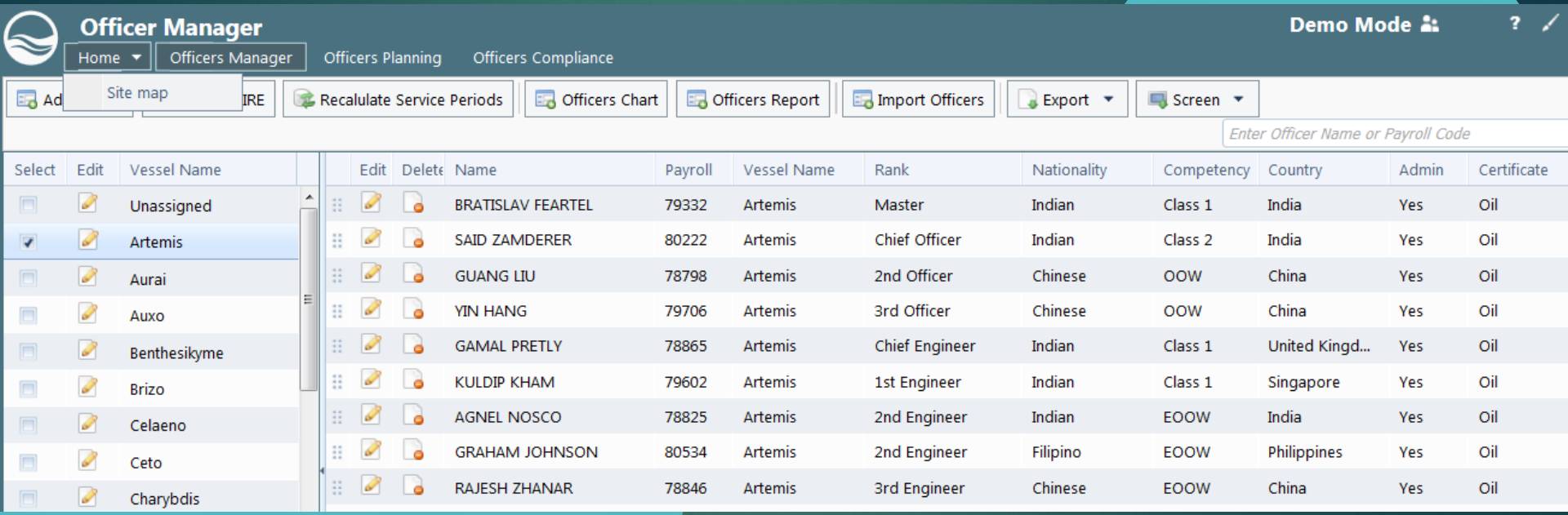
Reducing the Workload
The SIRE On-Line Officers Matrix



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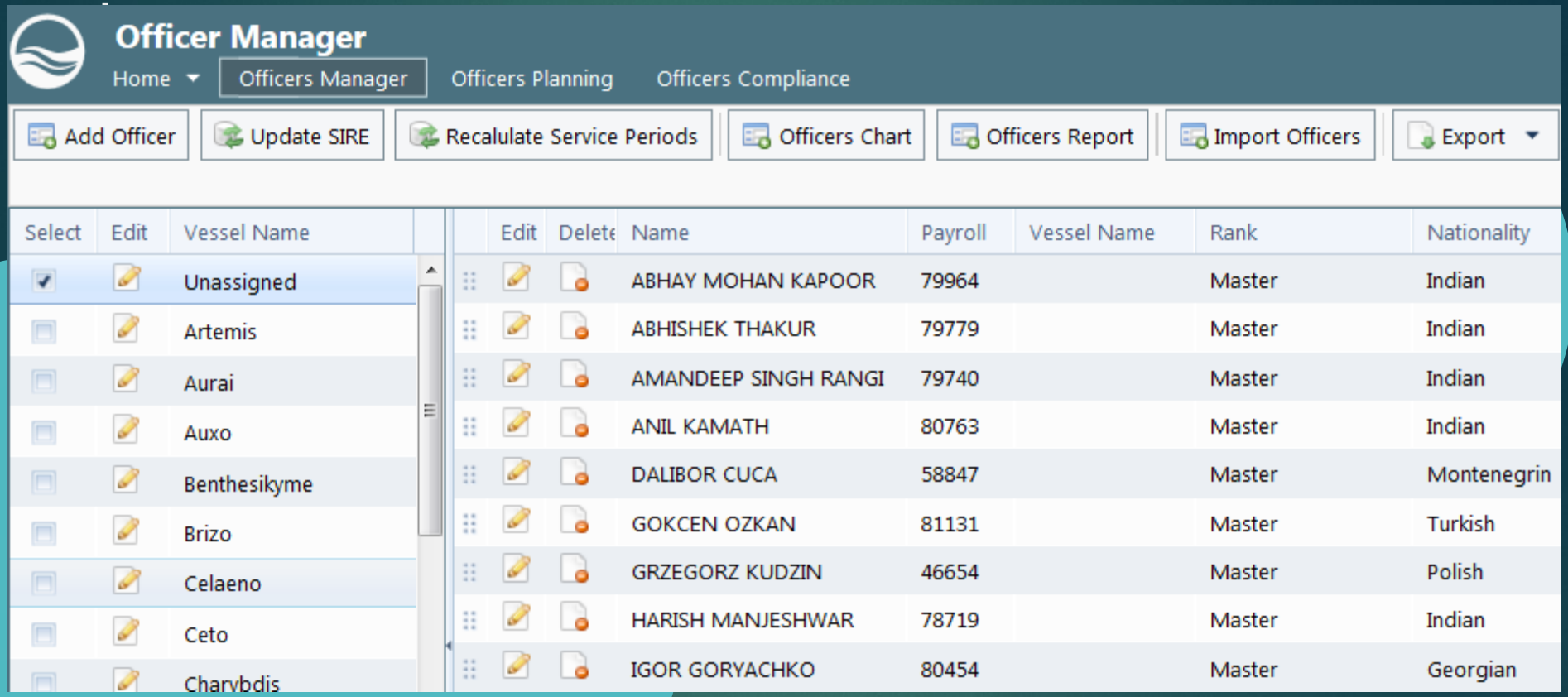
Managing and Maintaining Officers' Records of Experience



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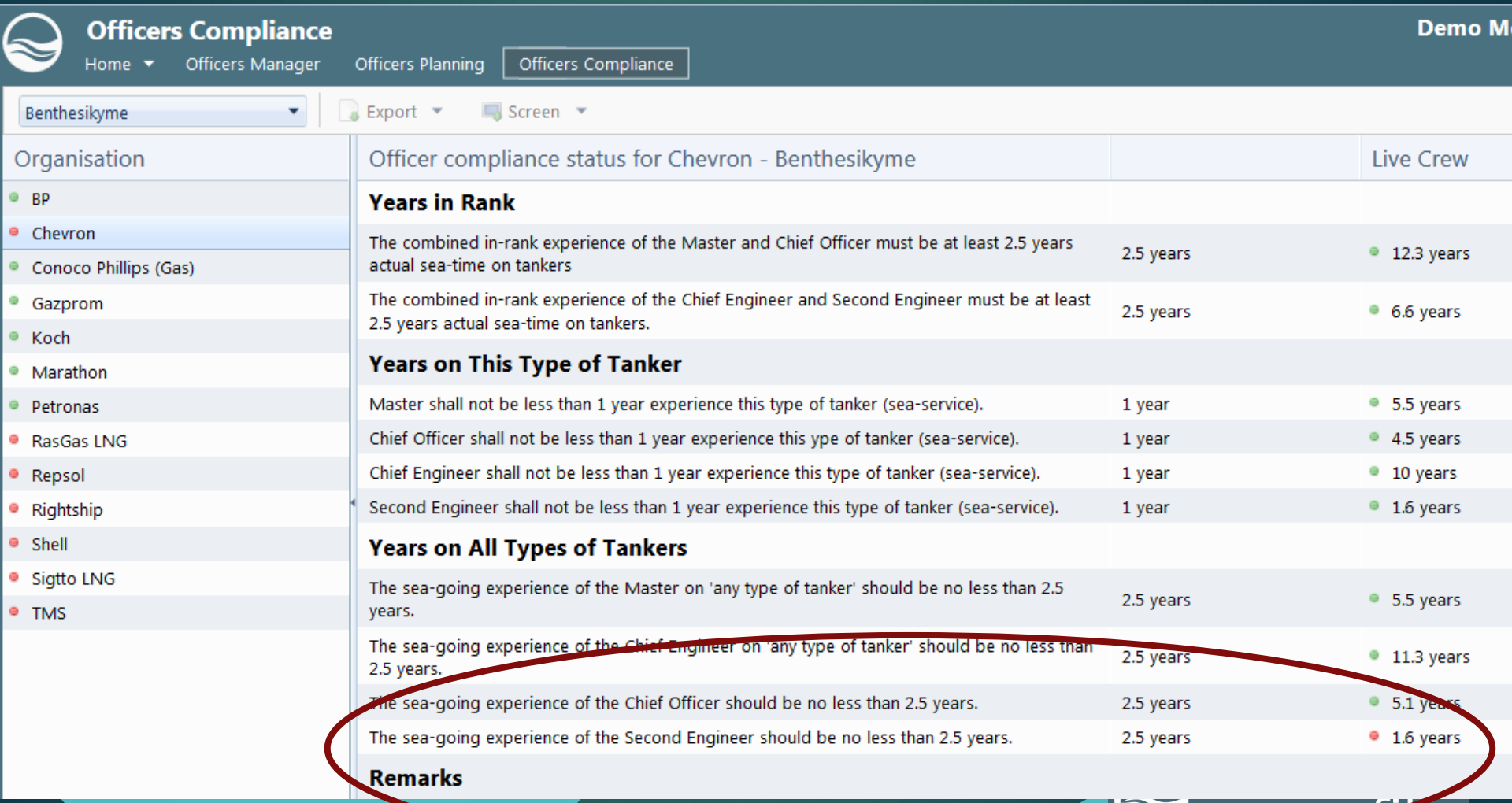
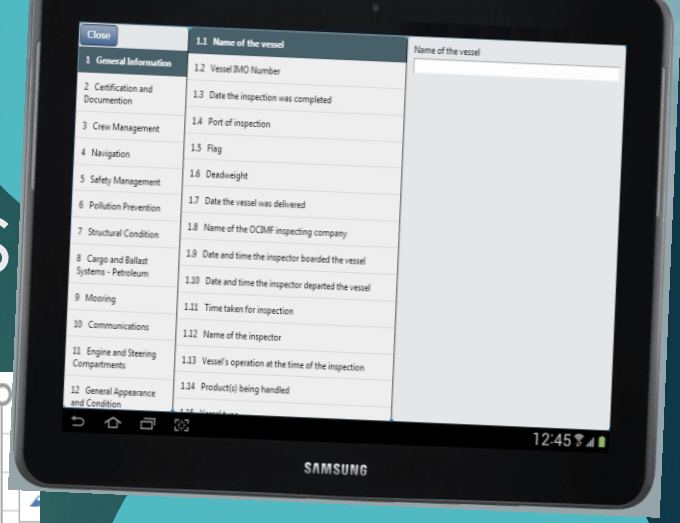
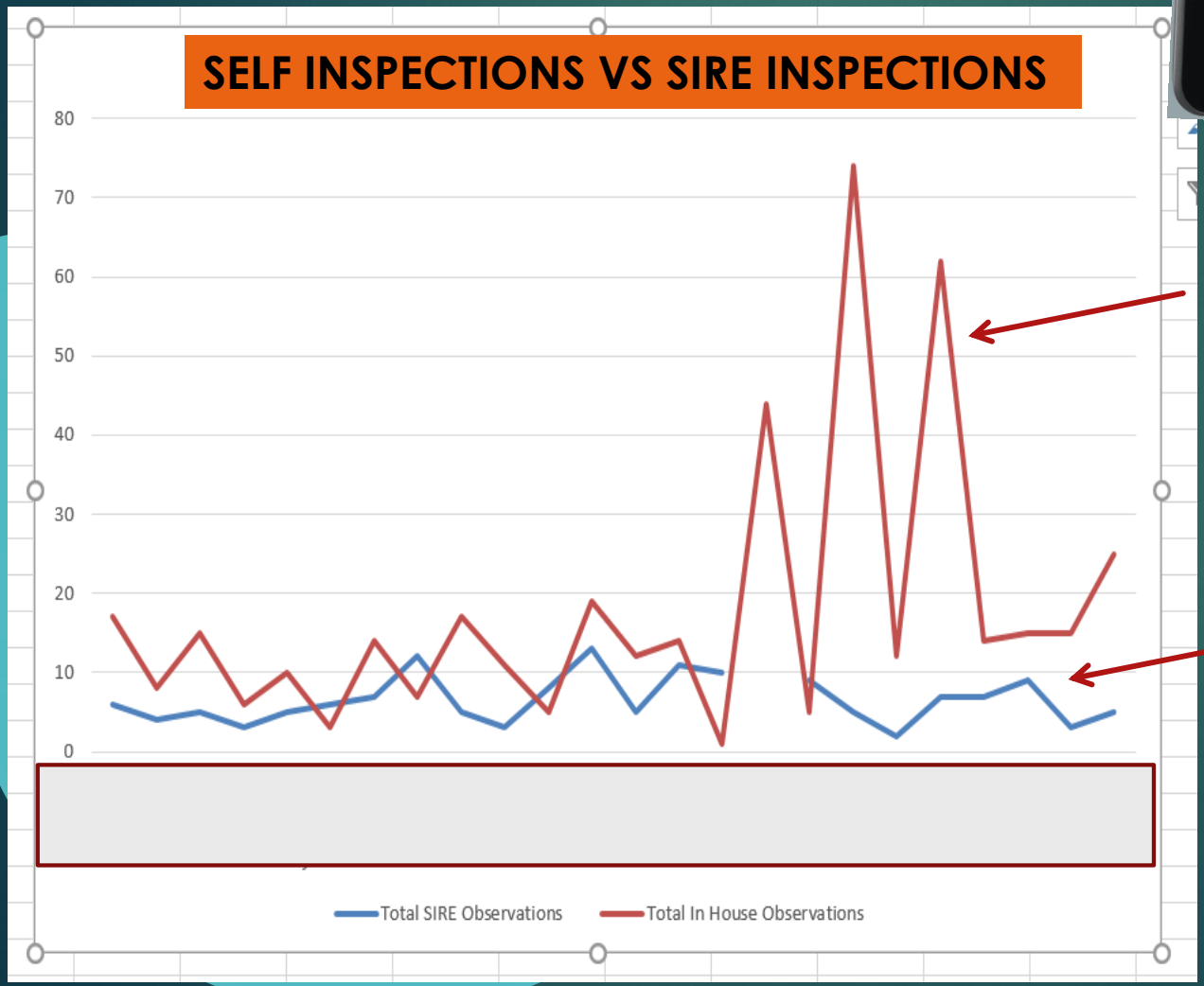
Meeting Oil Company Matrix Requirements



Tools that work!
Self-Inspection Templates





Total Operator's Observati
1 Inspection per year

Total SIRE Observations
At least 2 Inspections per year

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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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