



International Marine Contractors Association

Common Marine Inspection Document- an MSF update

Ian Giddings, IMCA

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Some background history...



The CMID is an objective marine inspection of a vessel designed to determine that the vessel, in general terms, will not sink or do harm to the those on board or the environment

or

- Is the vessel going to remain afloat?
- Is it safe for the personnel on board?
- Is it hazardous to the environment?

Today's aims



MSF has asked me to cover

- CMID status
- What we've done
- Why we've done it
- Issue 6 and 7
 - Content of annexes - what happened to them?
 - differences between issue 6 and 7

What is the CMID?



- Introduced in 1999 to standardise plethora of inspection formats
- Aims
 - To unify approach
 - To enhance trust in inspection by others
 - To save time during inspections
 - To reduce frequency of inspections
 - Target: annual

- Ongoing success
- Widely used
- Updated regularly (from feedback)
- More to do
 - Enhance quality of reports
 - Improve access
 - Ease of access
 - Access to 'right' report

Some background history...



The recent revision was carried by:

- Joint industry steering committee with participants drawn from vessel owners and clients and facilitated by IMCA
- Joint industry workgroup once again with participants drawn from vessel owners and clients
- Cross industry workshops in Amsterdam, Kuala Lumpur and Rio de Janeiro open to all who were interested
- Feedback from IMCA members worldwide (clients, contractors & inspectors)

CMID Steering Committee

Terms of Reference



- Review the use and performance of the *Common Marine Inspection Document* (IMCA M 149) and *Guidance on use of the Common Marine Inspection Document* (IMCA M 167) and ensure its acceptance as a universal document for the benefit of IMCA members and their customers. The review of the documents will be taken forward by a workgroup reporting to this steering committee.
- Improve the consistency and credibility of the completed document which will include consideration of the competence of inspectors.

CMID Steering Committee

Terms of Reference



- Review and action, as appropriate, comments on the structure and content of both documents.

- Consider ways of improving access to CMID reports by considering three options:
 - Paper CMID report issued by the IMCA member
 - Central library of CMID reports in either paper or PDF format
 - Central database of CMID reports in electronic format

- Subjectivity was removed
- Any question not answered Yes requires a comment
- Some questions even when answered Yes require an explanatory comment or additional information
- Questions within the supplements were moved into the main body of the document if they were not about the **suitability** of the vessel

Supplements - content went...



RELEVANT content now in body of CMID

- Diving spreads → DESIGN documents *
- ROV spreads → R 006 Standard ROV audit document *
- DP information → FMEA & Annual trials *
- AHV & OSV Document → MSF Vessel Inspection (Fit for purpose)
- Standby vessels Rescue → Emergency Response & Vessel Survey Guidelines
- Seismic vessels → IMCA working with IAGC

* Note: see further slides on vessel assurance

CMID Inspector Competence



- The guidance regarding inspector competence was enhanced
- It was also put into a format suitable for inclusion in IMCA competence assurance and assessment document
- Inspecting companies, if they have not already done so, need to devise a 'competence document' which they can show to their client if required

The document was republished in 2009 having been thoroughly revised so as to meet the requirements and to address other issues raised...

...and the database was launched on 24 November 2009

CMID evolution



Common Marine Inspection Document
IMCA M 149 Issue 6 - 2007



Common Marine Inspection Document
IMCA M 149 Issue 7 - 2009

www.imca-int.com/cmids



www.imcacmid.com

IMCA M 149 paper format



6.12	Is there evidence that the output of risk assessments is applied at the work site?	Yes	No	NA	NS
Comments					

Check if a system of pre/post task safety meetings/toolbox talks is in place.

How is post task feedback managed?

6.13	Is there a formal management of change policy in place?	Yes	No	NA	NS
Comments					

Does the vessel have a formal management of change process?

Comment on the level of risk assessment required by the process.

Comment on the process that exists, including the apparent level of use.

CMID database format



6.12	Is there evidence that the output of risk assessments is applied at the work site?	Yes ✓	No	NA	NS
<u>Comments</u>					
Inspector	Pre-task risk assessments are carried out when new tasks are started in the form of toolbox talks with an informal post-job feedback. This is recorded in the risk assessment/task safety analysis record.				
Master					
Operator					Add
6.13	Is there a formal management of change policy in place?	Yes	No ✓	NA	NS
<u>Comments</u>					
Inspector	The management of change was solely for changes in documentation and procedures with reference to the quality management system document. No formal MoC policy was sighted for changes to operations, work in progress, etc.				
Master	Covered by CP-002, CP-003, CP-004				
Operator					Add

CMID database participants



Key players:

- Vessel operator
- Client
- Inspector
- IMCA

and, of course,

- the Master and crew of the vessel

CMID Database



Common Marine Inspection Document (CMID) Database

Welcome to the IMCA Common Marine Inspection Database

The Common Marine Inspection Document (CMID) sets out a standard format for inspection of offshore vessels. Its use helps promote safety and efficiency and can help reduce the number of repeat inspections.

This CMID Database website facilitates sharing of completed CMID reports between vessel operators and their clients, with an e-CMID application available for inspectors to complete and upload their reports in a common format. Registration is open to those organisations operating offshore vessels, their clients and vessel inspectors (IMCA members and non-members alike).

For more details, please visit www.imca-int.com/cmids

Registered Users

New Users

Click here to register

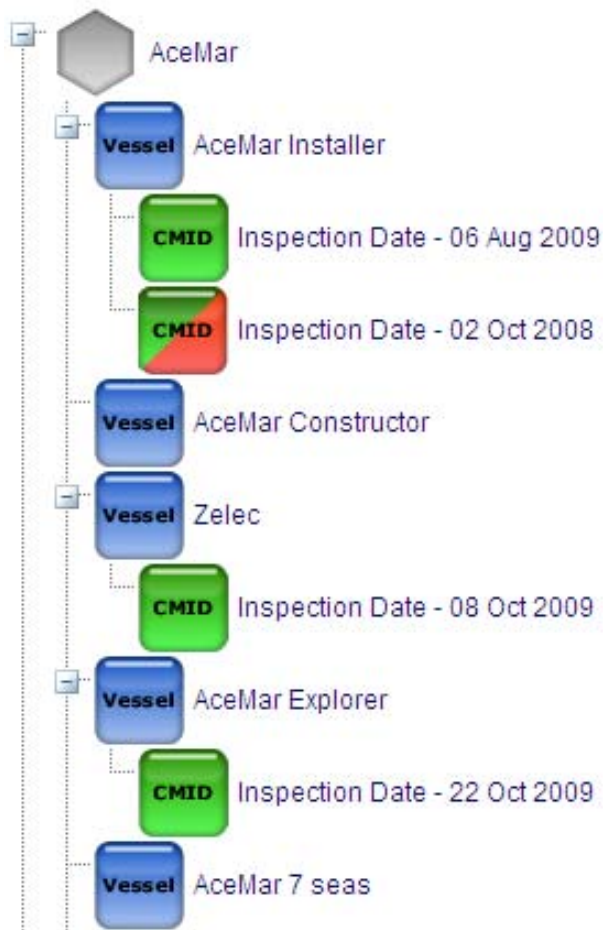
Vessels and CMID Reports



Common Marine Inspection Document (CMID) Database

View CMID Access

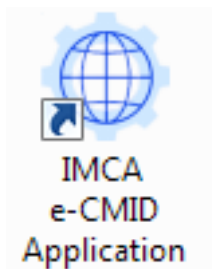
Right-click on a CMID to download the report.



e-CMID Application



The e-CMID application enables completion of the inspection reports in a standardised format which can be printed in PDF format and uploaded into the CMID Database website



Downloadable user guides for:

- Vessel operators
- Inspector
- Client

FAQs:

- CMID database website
- e-CMID application
- CMID report content

Reporting problems and providing feedback to IMCA

CMID Completion Guidance



Information Note
IMCA M 07/08

Completion of the Common Marine Inspection Document (CMID)

IMCA has received a number of comments with concerns about IMCA M 149 Issue 6 – *Common Marine Inspection Document* – and IMCA M 167 (Revised) – *Guidance on use of the Common Marine Inspection Document (IMCA M 149 Issue 6): A worked example* – and the way the CMID works. Thus it was thought appropriate that this overview of its intended operational application might be useful.

The CMID is one of the key documents published by IMCA after cross-industry drafting involving oil companies, contractors, inspectors and the secretariat. It was designed to:

- ◆ avoid repeat inspections within an inappropriate timeframe;
- ◆ provide a singular, acceptable format rather than a plethora of formats (one for each company/project);
- ◆ establish an inspection benchmark and improve safety and efficiency;
- ◆ be part of our self-regulation in the marine contracting industry.

The document has gained wide acceptance throughout the world and its use continues to spread, supported by the clients, including both oil companies and contractors, who use it to inspect vessels that they contract. It is also used widely by contractors as an internal reporting document. It is spread through take-up by inspectors, though the gradual increase in IMCA membership and by IMCA publicising it and encouraging its take-up as much as possible.

This widespread acceptance is testament to its usefulness and progress towards achieving the above objectives. However, there always remain further improvements to be made.

How it should work

A CMID is a complete inspection report carried out once a year usually commissioned by the owner/operator. A client may commission a CMID which may be subsequently adopted by the vessel. The current CMID on board the vessel should be clearly identified. For a complex vessel, the inspection may take a team of inspectors several days.

The vessel owner/operator/master should keep the report updated with corrections (for example new certificates).

A copy of the report should be on the vessel and in the owner/operator's head office. On request the report can be sent to a prospective charterer, or inspected by an inspector on the vessel.

To address the concerns mentioned above, the CMID process should be completed correctly as described in IMCA M 149 and IMCA M 167 and fulfils the following expectations:

- 1 The party who commissions the CMID should specify:
 - i) The competence of the inspector(s) required to complete the inspection;*
 - ii) Any special attention the inspector should pay to parts of the vessel or its capabilities;
 - iii) The time available for the inspection (and ensure this is sufficient to complete the job).
- 2 The previous CMID should be made available to the inspector. The new completed CMID report should therefore be an update and improvement on any previous one. Areas of special attention that do not fit in with the CMID format can be kept separate if appropriate.
- 3 The inspector should discuss the findings (especially concerns) of the inspection, which should be factual and not opinion, with the master before leaving the vessel, and leave a brief written copy of these on the vessel (Ref IMCA M 149, page 4, Inspection Process).
- 4 The report should be completed expediently and should be sent as a minimum to:
 - i) The party who commissioned the report;
 - ii) The vessel owner/operator;
 - iii) The vessel (for the attention of the master).

- 5 Under no circumstances should a spot check or audit of a vessel, which may use the CMID as a useful aide memoire or as a reporting format, be published as if it were a CMID. It is obvious that this will destroy the objectives of 2 above. A spot check is, of course, a common and valid exercise and it may well be facilitated by auditing the existing CMID document and spot checking parts of it or assessing the closing-out of actions items from previous inspections. However the report issued thereafter should not be titled a CMID, but rather should state clearly that it is 'a spot check'. Distribution of spot check reports should be as in 4 above.

- 6 The vessel and vessel owner/operator should keep a record of close-out of any findings (Ref IMCA M 149, Chapter 1, page 6). These can be made available to subsequent clients and inspectors. It is likely that the client will want to see evidence of close-out.

* Inspector competency (Ref IMCA M 149, Introduction, Terminology, page 2 and as proposed for the revision)

- | | | |
|---|-----------------|--|
| 1 | Qualifications: | Minimum Command or Chief Engineer certification for the vessel type inspected
Qualification as auditor/lead auditor or similar |
| 2 | Experience: | Minimum two years' seagoing experience in senior rank
Minimum two years' experience on offshore vessels
Demonstrate recent experience of marine auditing |
| 3 | Knowledge: | Current international and local maritime legislation
Vessel type being inspected
Technological advances in vessel/equipment |

The IMCA secretariat always welcomes feedback about IMCA material. A workgroup has been established and is currently reviewing and improving the CMID. We would particularly appreciate comments from members on both this information note and the review of the CMID.

For more details, please contact:
Ian.Giddings@imca-int.com

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Document reference(s):
Marine Division

IMCA M 07/08

Commissioning an inspection



The instructions to the inspector should comprise:

- Demonstrate that you have a competent inspector available
- Carry out CMID inspection using existing material/sampling where appropriate
- If vessel is being considered for a specific job, carry out **suitability survey** and report separately
 - Capacity to complete task T
 - Specific client requests re vessel equipment status:
 - Item x
 - Item y
 - Item z, etc

Purpose - CMID report itself is not 'tainted' by client's suitability survey requirements, and can go 'clean' onto the database and be used by others

Vessel Assurance



- Some Contractor members are creating their own vessel assurance systems as part of their in house management/QA systems
- Some clients are asking to look at this
- It is a real time statement (usually located on the contractor's computer system) containing the whole story of certification, reports, audits, employees, management systems, etc for the vessel and the specific equipment on board that day for that job including client specific material
- This is a separate subject which we can cover in detail another time. It is a significant piece of work on-going in IMCA

Vessel Assurance



A comprehensive 'folder' of documentation, giving an overview of how the vessel is managed, including the following:

- FMEAs – DP, PMS, Crane
- DP annual trials
- DESIGN
- Vessel risk assessments
- Operations manuals

Addresses both shoreside and shipboard management and operation

Vessel Assurance



It may also include:

- Incident reporting, investigation and analysis
- Emergency preparedness and contingency planning
- Safety management
- Environmental management

There may also be elements of review, change and improvement

Success!



Conclusion



As requested by 'industry'

- Issue 7 improves report format and content
- e-CMID improves report completion
- Database improves access

Overall

- Improves trust
- Improves time savings/repeat inspection frequency
- It is free to use

Conclusion



Thank you

Any questions?

lan.Giddings@imca-int.com

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