



eCMID Accredited Vessel Inspector

NEWSLETTER

NOVEMBER 2020

MARINE
SURVEYING
ACADEMY





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NOVEMBER 2020

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Introduction from CEO, IIMS & MSA

Dear eCMID AVI

It seems each time I sit down to write a note to marine surveyors or AVIs in recent months, I find myself always having to start with the by now familiar drift. Yes the pandemic, COVID-19, remains an integral, yet most unwelcome and ever-present part of our everyday lives at the moment. We are all having to find ways to adapt to how we live and work safely. Sadly, there is no sign of a quick resolution and we must prepare for this infection to be surrounding us for many months to come.



The pandemic has certainly changed the mechanism and method of vessel inspections, which at times pre COVID-19, were challenging enough as it was. Remote inspections are becoming popular and, indeed, we have been asked by AVIs if this might be an acceptable means of future inspecting. The IMCA eCMID Committee has considered this and has covered this topic in this newsletter. The short answer for now is NO, but it will be kept under constant review.

eCMID AVI festival OF KNOWLEDGE

Earlier in the year we presented our online day-long Festival of Knowledge, which was well supported and attended by a good number of AVIs. My colleagues are now working hard to finalise the speaker schedule for Festival of Knowledge II, which will run for half a day on Monday 14th December. Keep an eye out for details coming soon and join us. You can claim valuable CPD points through attendance.



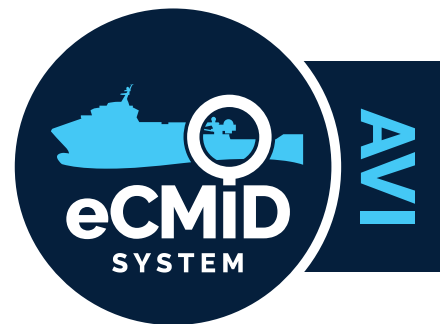
The process of eCMID AVI five-year revalidation continues with a number of inspectors having come through the process to extend their accreditation for a further term. We have also concluded the first half day course for those being revalidated and I am pleased to say all passed the online refresher test with flying colours!

I finish as I started. Stay safe, continue to risk assess before boarding vessels and be sure to deploy the necessary PPE at all times.

A handwritten signature in blue ink that reads "Mike".

Mike Schwarz
IIMS & MSA Chief Executive Officer

And... some words from the eCMID AVI Team at MSA (Marine Surveying Academy)



The last quarter has seen a continuation of new applications as well as renewals, much like the previous quarter. As at the end of September, we have received and processed a number of applications since the beginning of July.

As is the case with many other businesses, and due to COVID-19, we have had to redevelop our in-person eCMID AVI courses so they can be delivered online. More about this a little later...

We also have an exciting new ONLINE seminar planned for December. Again, further information a little later in the newsletter.

As always, we hope you enjoy reading **YOUR** newsletter and we look forward to any contributions you wish to put forward that you feel may need highlighting to the eCMID AVI community. Also, if you have colleagues you feel would benefit from the eCMID AVI scheme, feel free to share this newsletter and signpost them to our designated website as below...

<https://bit.ly/2Ld0lt0>

We continue to strive with the development and growth of the eCMID AVI community, but we do need your help! Please forward any comments, feedback, or anything you feel we need to be made aware of, to Sharon Holland, Events and Course Co-ordinator at: courses@marinesurveyingacademy.com



Who's who in the eCMID AVI team at MSA

Hilary Excell, Director and Business Manager

E: MSA@iims.org.uk

Pui Si Chung, Accreditation Scheme Administrator E: info@marinesurveyingacademy.com

Sharon Holland, Events and Course Co-ordinator E: courses@marinesurveyingacademy.com

The team is also supported by our Accounts team and Mike Schwarz, CEO of IIMS & MSA.



Hilary



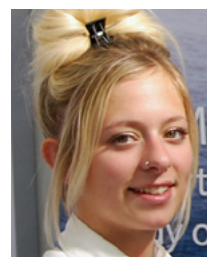
Pui Si



Sharon



Jen



Elly



Mike



We are pleased to announce that even more AVIs are downloading the eCMID CPD App and claiming CPD points on a regular basis. We really encourage you to do this to prevent losing any vital points.

Here's a reminder of the current points table which you can view at: <https://bit.ly/2IEISMn>

IMPORTANT: If there is an activity you have come across that is not listed on the points table that you believe would warrant some CPD points, please let us know and we can discuss with you. We can't list EVERYTHING so we will, of course, consider other related activities.

The minimum number of CPD points that an AVI is required to achieve is 10 per annual renewal year.

CPD FAQs

Here are some of the most frequently asked questions we receive regarding CPD...

1. I do not have enough points to renew

You only require a minimum of 10 CPD points per renewal year which can be achieved in a variety of ways. Often AVIs have completed activities without realising points can be awarded. Examples of CPD activities can be found on the points table, or if yours are not listed, talk to us and we can work with you to help you reach the requirements.

2. Will I receive points from attending online courses, seminars or webinars?

Of course, during these times, the majority of face-to-face events now take place online. We would stress that online learning is just as valid and you will gain the same, if not more CPD points from attending online training and events.

3. I haven't completed any eCMID/eMISW inspections in the past 12 months

We understand not all AVIs have the opportunity to complete eCMID/eMISW inspections every year. For the purpose of the CPD programme we can accept other forms of vessel inspection activities to demonstrate your continued currency as an Inspector.

4. My expiry date has passed, can I still renew?

There will be a period of time following your expiry date to complete your annual renewal and reminders will be sent to keep you updated. You must submit your CPD claims, a copy of your logbook and complete the renewal fee payment in order to fully complete your renewal and maintain accreditation for the next 12 months. Failure to do so means your AVI access will be de-activated from IMCA's eCMID System and you will be unable to upload completed inspection reports.

5. I cannot attach a file to support my CPD claim via the App

If you are experiencing any problems then submit your claim as normal via the App and email your supporting evidence to info@marinesurveyingacademy.com.



Have you downloaded the FREE eCMID CPD App yet?

If not, why not?! We encourage all AVIs to use the online app and to eventually eradicate paper-based documents.





Did you know...

You can also claim CPD points by purchasing any of the handy guides published by IIMS (International Institute of Marine Surveying) and which may be helpful in your work. The IIMS Handy Guides series can be viewed at:

<https://bit.ly/2uxuY7k>

Update from MSA

(Marine Surveying Academy)

The 5-year revalidation course comprises two parts and the first 5-year revalidations were due from 1st June 2020. In summary:

- Part I – Review of Evidence (CPD, logbook, CV and reports) £275
- Part II – Mandatory Half-Day Online Refresher Course £120
 - Content includes process of revalidation, the last FIVE years, what's new in 2020, a video of the new PWA (Progressive Web App) launched in July 2020 and new legislation
 - A short online MULTIPLE-CHOICE test
- Both Part I and Part II must be completed to achieve revalidation
- If either Part is not completed within the revalidation period, the AVI will be temporarily suspended
- If neither Part is completed within the revalidation period, the AVI accreditation will lapse and full resubmission will be required

As at the end of September 2020, a total of 27 AVIs have completed Part I. The first online Part II course was delivered on 30 September and there were 8 delegates in attendance. The next two courses are scheduled for November and December:

- Thursday 5th November 2020 - 13:00hrs to 16:30hrs GMT
- Wednesday 9th December 2020 - 09:00hrs to 12:30hrs GMT



AVI 5-year Revalidation

Following the recent launch of the 5-year revalidation course, IMCA published the following news item on their website:

eCMID Accredited Vessel Inspector scheme celebrates five years as revalidation starts

The International Marine Contractors Association's eCMID Accredited Vessel Inspector scheme, managed by the Marine Surveying Academy (MSA), has recently celebrated its fifth anniversary. Consequently, the reassessment of those early adopters has begun and the first dozen inspectors originally recognised by the scheme are currently going through the process of revalidation.

The accreditation scheme, now fully recognised by major players in the offshore sector, was born to combat the challenges faced by vessel owners and operators who were unable to vouch for the competency of those boarding their offshore assets to carry out inspections. The scheme, which assesses objective evidence against six vessel types, has processed over 600 applications since the first accreditation was awarded on 1st June 2015. Since then, 515 inspectors from all over the world have passed the accreditation process and achieved AVI status.

eCMID AVI revalidation is a two-stage process. Part I is a formal review of the inspectors' ongoing accreditation to ensure it is still sound. This includes reviewing their practical activity over the last five years, reports and continuing professional development records. Part II is a mandatory half day revalidation course, delivered online. The first two dates to be announced are 30th September and 4th November 2020. The course will update AVIs on the latest legislation changes, review how the scheme has evolved and introduce them to new developments, such as the Progressive Web App pioneered by IMCA.

MSA Chief Executive Officer, Mike Schwarz, commented, "When I look back to that first meeting with IMCA as they scoped out the challenge and I see how far we have come in making a difference to the offshore inspection arena, it is with a deal of pride. The scheme has proven to be robust yet flexible as the economic ups and downs have hit the offshore sector hard over the past five years. The process we have put in place will ensure that those seeking revalidation of their accreditation face a thorough review to ensure they are still competent to do this important work."



NEWS update from IMCA

(International Marine Contractors Association)



Following the end of the temporary inspection validity extension, introduced by IMCA in March and removed in July, we have closely monitored vessel inspection levels and are pleased to report they continue at very close numbers to pre COVID-19 lockdown levels.

The table below shows the number of inspections and inspection types for Q1 - Q3 of 2020.

Year	Month	Total Inspections	eCMID	eMISW
2020	Sept	114	50	64
	Aug	124	67	57
	Jul	136	73	63
	Jun	126	68	58
	May	92	40	52
	Apr	73	35	38
	Mar	172	64	108
	Feb	148	79	69
	Jan	122	61	61

Table: IMCA eCMID/eMISW inspections Q1 - Q3 2020

IMCA has received a number of requests for clarification on a possible remote solution to eCMID/ eMISW, however, given the current healthy picture in terms of completed audits, there is currently no plan in place to develop a remote solution. We shall, however, continue to closely monitor statistics and evaluate the requirement.

There are some locations where access to vessels for inspection purposes remains extremely difficult, or even prohibited. IMCA will therefore consider, on a case-by-case basis, individual vessel inspection validity extension requests. These extensions may only be granted provided requests are supported with sufficient evidence and they will be granted at the full discretion of IMCA.

Anyone requiring further information or assistance in relation to validity extensions should contact the eCMID Helpdesk by emailing: ecmid@imca-int.com

The Progressive Web Application (PWA) continues to increase in use and we are pleased to report positive feedback. As a reminder, as of 1st January 2021, downloading of new inspection applications will no longer be possible in the classic application. The deadline for uploading completed inspection reports using the classic application is 28th February 2021.

In other news, the eCMID committee has approved a revised Machinery Spaces question set for the eCMID template. This has broadly the same question content as before, however, layout and guidance has been greatly improved. Also approved is a new High Speed Craft Code Supplement which was created as a direct result of feedback received from the AVI community. We are also working on a Boat Landings question set. The new template/supplement will be available early 2021.

Stay safe, IMCA.

IMCA Safety Flash 29/20

October 2020

These flashes summarise key safety matters and incidents, allowing wider dissemination of lessons learnt from them. The information below has been provided in good faith by members and should be reviewed individually by recipients, who will determine its relevance to their own operations.

The effectiveness of the IMCA safety flash system depends on receiving reports from members in order to pass on information and avoid repeat incidents. Please consider adding the IMCA secretariat (imca@imca-int.com) to your internal distribution list for safety alerts and/or manually submitting information on specific incidents you consider may be relevant. All information will be anonymised or sanitised, as appropriate.

A number of other organisations issue safety flashes and similar documents which may be of interest to IMCA members. Where these are particularly relevant, these may be summarised or highlighted here. Links to known relevant websites are provided at www.imca-int.com/links. Additional links should be submitted to info@imca-int.com.

Any actions, lessons learnt, recommendations and suggestions in IMCA safety flashes are generated by the submitting organisation. IMCA safety flashes provide, in good faith, safety information for the benefit of members and do not necessarily constitute IMCA guidance, nor represent the official view of the Association or its members.

1 Crane hydraulic hose caught on protruding grease fitting

What happened?

While retracting the outer jib of the boom during crane operations, one of the hydraulic hoses caught on the protruding grease fitting of the boom bearings, which could have led to a failure of the crane and hydraulic oil spill due to hose rupture.

**Applicable
Life Saving
Rule:**



Bypassing
Safety
Controls



Safe
Mechanical
Lifting



Hydraulic hose caught on the protruding grease fitting



Correctly secured hydraulic hoses

What were the causes? What went wrong?

The hydraulic hose routing on the crane boom was incorrectly lined up allowing the excess of the hose to catch the grease fitting – there was insufficient pre-use inspection of the crane.

Actions taken

- ♦ Stop Work Authority was used by Master and crane operations were suspended until a fix could be arranged;
- ♦ The hose was fixed in a correct way to prevent it catching;
- ♦ Proper pre-use inspection should be conducted before each crane operation;
- ♦ Check your own cranes for the possibility of snagging or catching of this sort.

2 Crushed finger injury during wire transfer operations

What happened?

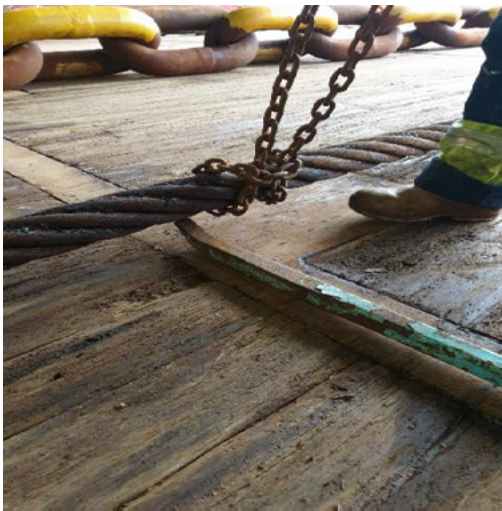
Able seamen were assisting with overboarding an ROV hook (connected to the lower drum tow wire) over the stern of the vessel until it could run freely on the winch. The socket and ROV hook were already over the stern but the wire needed assistance to run freely. The tow wire was dragged down the deck with the capstan by using a stopper chain double-choked around it. When the wire started running freely over the stern it was all stop on both the capstan and the winch (tow wire).

Applicable
Life Saving
Rule:



Line of Fire

The crew then used a crowbar to try and free the stopper chain from the wire. This was done by inserting the crowbar underneath the wire to lift it up from the deck. One of the AB's was removing the stopper chain whilst the crow bar held it up. Unfortunately, the crowbar was removed too early resulting in the wire falling to the deck whilst his hand was still underneath it. This resulted in a crush injury to the left index finger.



Crowbar used to support the tow wire



Disconnection of the chain (post-incident solution)

The job was immediately stopped and the injured person was taken into the vessel hospital to be assessed by the medical team offshore in communication with the onshore medical advisory service. The vessel sailed into port for assessment of the finger injury at the hospital.

What were the causes?

Our members' investigation revealed the following:

- ♦ The size of the chain stopper wrapped twice around the tow wire made access difficult for removal without placing a hand underneath the wire;
- ♦ The tow wire was heavy and difficult to move;
- ♦ There was no alternative means available to move the tow wire;
- ♦ Complacency – “task seen as routine”:
 - It was not foreseen that the tow wire would move;
 - This was a routine activity completed many times before;
 - This method was viewed as “standard practice”;
- ♦ The risk assessment was not reviewed:
 - It did not identify that there should be verification of ‘hands clear’ before the crowbar was removed;
 - There was “normalisation” of the perception of risk of finger entrapment not identified;
 - A failsafe for the tow wire slipping was not identified.

- ♦ Stop Work Authority was not discussed nor seen as part of dynamic risk assessment;
- ♦ There was poor situational awareness of the line of fire hazard.

Lessons learned

- ♦ Ensuring that where hazards for hand entrapment exist, a suitable assessment of the risk is completed and communicated to all parties involved;
- ♦ Re-emphasise the importance of ensuring that hand and fingers remain out of the line of fire.

Members may wish to refer to

- ♦ [Finger Injury while using a crowbar to try to shift a large shackle](#)
- ♦ [Line Of Fire/Pinch Point – Fractured Fingers](#)
- ♦ [Lost Time Injury \(LTI\): Finger Injury Whilst Working In Engine Room](#)

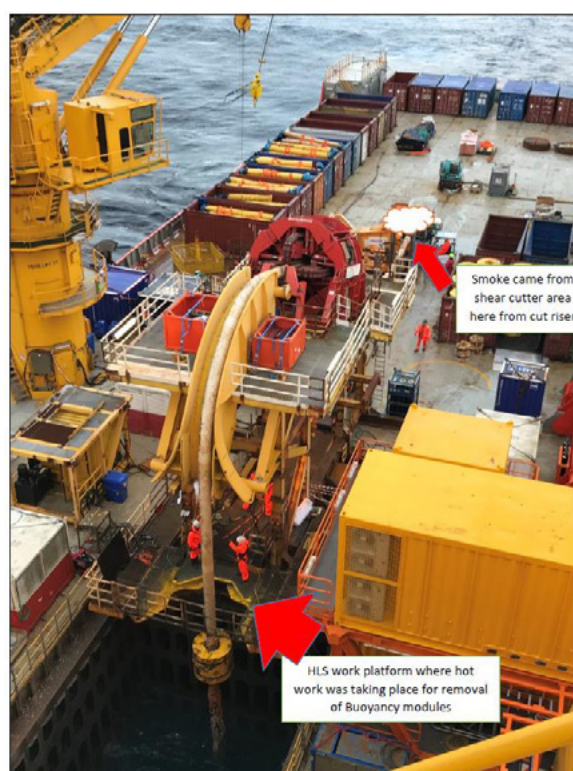
3 Oil production riser gas ignition

What happened?

During recovery of a 10" oil production riser at an FPSO, gas in the riser bore ignited and a smoke cloud was seen on deck in the vicinity of the shear cutter. The vessel Master was on the bridge and saw the occurrence. Crew were working nearby on the HLS (horizontal lay system) and work platform removing buoyancy modules and inner clamps.

The pre-cut subsea hog bend slit on the riser was below the work platform at this point; hot work was being carried out approx. 1 metre above to remove retaining bands. Three crew were forward working with a forklift and positioning buoyancy modules into open top containers, when a noise was heard on deck.

There were no injuries and no damage to equipment.



Time	Event
22:10	Cut taken of 10 " Oil production riser with shear cutter, crew working on the horizontal lay system platform removing buoyancy with gas torch, three others working on deck positioning buoyancy modules into open top containers using a forklift.

- 22:17 Noise heard coming from the area of shear cutter. Master was on the bridge and saw “smoke”, crew on deck heard a loud crack and thought a hydraulic hose from the shear cutter had burst.
- 22:40 Deck was cleared; carried out readings in the area of shear cutter and HLS platform / moonpool, and no traces of any combustible gases, only CO (smoke)
- 23:15 Full discussion of event on the bridge with OM, Master, SS and CR.
- 23:25 Returned to deck and met with foremen and deck crew and suggestions offered on way ahead and what occurred. As part of this discussion the point was highlighted that the pre-cut “ slit” in the riser was below the area where hot work was being carried out and would have been a path for a spark that entered into the riser bore and could have ignited any gases inside
- 23:40 The riser recovery risk assessment/job safety analysis was revisited and updated and further mitigations for carrying out work on deck were raised:
- 1.Keep area around shear cutter well clear during all cutting operations , on both sides;
 - 2.Do not bag ends of cut sections to avoid being in the riser cut section area (the bags serve little purpose as they rip when the riser is pushed along the chute);
 - 3.Readings to be taken before and after cuts and at HLS platform and report on any combustible levels, with any further action as required.
 - 4.Attempt to always use low pressure air-driven tools [“windy gun”] for removal of buoyancy modules and inner clamps, and avoid hot work. If hot work required attempt to use a grinder (this type of cut can bring its own hazard to manage as the clamp bands can spring when cut)
 - 5.Shear cutter “water mister” to be engaged when cutting.
- 00:05 Client rep. notified on plan ahead and revised risk assessment/job safety analysis reviewed with all nightshift deck crew.
- 00:20 Deck crew return to recovery and cutting operations

What were the causes? What went wrong?

Our member’s analysis brought the following results:

- ♦ **Underlying cause:** A slit was completed to mitigate an identified hazard, however it also introduced a new hazard that resulted in current incident. This hazard was not identified in HAZID or HAZOP & Risk Assessment sessions onshore. New elements were introduced to the procedure without identifying the new risk. When introducing new elements to a procedure, all consequences (if any) must be investigated
- ♦ **Immediate cause:** Ignition of gas in riser bore with smoke exiting at shear cutter end due to spark from hot work being carried out at the HLS platform – opposite end
- ♦ **Root Cause:** Slit in riser outer sheath through into riser bore allowed air ingress and gave a path for any hot sparks to ignite any residual gas in the riser bore

Members may wish to refer to

- ♦ [Gas Release From Pipeline During Diving Operations](#)
- ♦ [Near Miss: Gas Release From Subsea Pipeline](#)
- ♦ [Fire In Incinerator Exhaust Gas Manifold](#)
- ♦ [HSSE 001 Guidelines for management of change](#)

4 Dropped object - wireless crane control unit

What happened?

A dropped object event occurred when a crane wireless remote control unit fell from the main deck to the ROV winch room deck below. An operator was controlling a 3 tonne crane with a wireless remote control unit (1.5kg) strapped to his waist. As the operator stood at the edge of the hatch to view the crane hook, the belt buckle failed, and the remote-control unit dropped almost 7 m to the ROV winch room deck below.

**Applicable
Life Saving
Rule:**

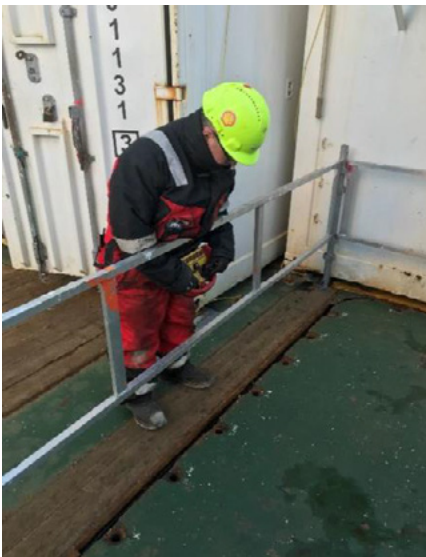


Line of Fire



Working
at Height

Two riggers assisting the crane operator were in the ROV winch room. Both were correctly positioned well outside the DROPS exclusion zone.



Position of the operator at the hatch



Fall path and final position of the wireless crane control unit



*Upper: undamaged belt buckle
Lower: belt buckle post-incident*

What were the causes? What went wrong?

The wireless remote controller was secured around the waist of the crane operator by a belt with a plastic side release buckle clip (securing mechanism). The original manufacturer's securing mechanism was used. Given the age of the crane, it was estimated that the belt was approximately 10 years old. The service logs did not indicate any changes, replacement or repairs to the remote unit or the belt.

For six months prior to the incident the remote control unit was stored in a dry store without direct sunlight. It could not be determined where it was stored before that.

Actions

- ◆ Include inspection and replacement of securing mechanisms within PMS (planned maintenance systems);
- ◆ Inspect securing mechanisms of wireless remote-control units and consider the use of a secondary retention strap such as a DROPS lanyard;
- ◆ Review the application of kick boards around hatches and areas with the potential for dropped objects;
- ◆ Reinforce the importance of pre-use visual inspections of equipment.

5 Positive: parted mooring lines spotted before damage could occur

What happened?

Two barges were tied up and moored at an anchorage. Crew were working on a third barge when they spotted the unusual position of another barge, and suspected that a mooring line had parted.



Mooring line broke



Barges untied

In this particular anchorage there were a number of unmanned barges all tied to mooring buoys. Noticing that there was a serious problem and spotting the damage required a sharp eye and more than that, a high sense of responsibility. The unsafe condition reported to the office; the damage to the mooring line damage was confirmed by one of the company's tugs, and the damaged line replaced.

Our member took the following actions:

- ◆ Continued encouragement of acts of responsibility for company and other assets among all personnel;
- ◆ Nominated crew of the barge for appropriate recognition and reward;
- ◆ Made arrangements for regular rounds of the anchorage to check the condition of laid-up barges, especially before forecast high wind speeds;

All safety flashes are available to view or download at <https://www.imca-int.com/safetyflashes>



IMCA to withdraw eCMID classic Windows application

In July 2020, IMCA launched the new, cross-platform eCMID Inspection App, available via any modern browser. The App mirrors the features of the existing Windows application and allows AVIs to complete and submit inspection reports electronically while on site. The system includes the eCMID inspection template and the eMISW template for smaller workboats. It is encouraging that since its release, over 50% of vessel inspections are already being carried out using the new App.

IMCA's eCMID system provides the marine and offshore industry with standardised formats for vessel inspection. It offers a safety management system (SMS) 'health check' and can help improve the quality and consistency of inspections, as well as reducing the frequency of inspections on individual vessels through the adoption of a commonly recognised inspection process.

On reviewing the adoption of the App IMCA's Marine eCMID Committee agreed that the classic Windows application will be withdrawn at the end of 2020. The following timeline will apply:

- October 2020 – Downloading of the classic application will be disabled, and an in-App notification will be shown to existing users
- 1 January 2021 – Download of new inspection applications will no longer be possible in the classic application
- 28 February 2021 – Deadline for uploading completed inspection reports using the classic application

Mark Ford, Technical Director at IMCA stated:

Concentrating our focus on the App will ensure we can fund new developments to continue to improve the system for all users. Our development roadmap includes further additions and improvements in the months and years ahead as we work to continually improve user experience and to improve reporting and analysis.

Later this year, the 'manage vessel' pages in the database website will be updated to improve the experience for vessel operators, and of all those searching for reports via the 'vessel access' pages. Preparations are also well advanced to add the IMCA diving equipment systems inspection guidance notes (DESIGN) to the eCMID system, with new inspector accreditation types in development.

Adam Hugo, IMCA's IT Services & Solutions Specialist commented:

"We strongly encourage all users to plan their move to the new eCMID Inspection App as soon as possible. We have created extensive user guides which are available from our website at www.imcaecmid.com/guides, and ongoing support is available from the eCMID Helpdesk at ecmid@imca-int.com.

The App has been very well received, with users welcoming the simplified navigation and ease of use, as well as the ability to use Mac, iOS and Android devices for the first time. Our thanks go to those who have helped identify minor issues, which have been resolved promptly by our developers."

IMCA will keep existing users of the Windows Application informed both by email and on the dedicated eCMID website imcaecmid.com and the eCMID AVI group on LinkedIn (operated by the IIMS Marine Surveying Academy).

The App is available via any browser from imcacmid.com/inspect.



'How COVID has impacted business...' from the perspective of an AVI

One of our AVIs, Maurice Pickles, AFNI, AVI and Director at Wyvis Marine and Business Management Ltd has shared his thoughts on how COVID has affected his business and operations.

Some readers may recall an article I wrote earlier this year in which I shared my experience of a

consultancy company, who wished to engage my services as a surveyor but who refused to uphold and support my requirements for the protection of myself and the vessel crew against the potential for COVID-19 transmission during the survey. They simply removed me from the job. You may wish to know that as a further demonstration of their ethics, when they became aware of my article, without any explanation or communication they closed my email and drop-box accounts. I am pleased to report that for me this was a one-off isolated event and other consultancy companies I have worked for have been fully supportive and proactive to ensure the safety of myself and other surveyors, whether they were staff or consultants. Most companies have their own COVID risk assessments and procedures that are well received by vessel operators, all of which also have their own specific requirements to prevent the risk of COVID-19 on board.

On the positive side I am grateful for the support of the IIMS and MSA, the Nautical Institute and Nautilus. Each of whom have published details of the incident within their respective membership and the circulation of industry bulletins. The cross-industry efforts of the above and others has, in my opinion, been excellent and made a considerable contribution to the wellbeing of seafarers and surveyors/inspectors who attend vessels regularly.

What has changed? I work primarily in the offshore oil, gas and renewables sector in The North Sea and local waters around the UK. Since the onset of the pandemic, I have conducted eCMID & OVID inspections, Marine Warranty suitability surveys, on-hire condition surveys and client specific inspections on vessels as small as a windfarm crew boat to offshore emergency response vessels to very large and modern DP3 offshore construction vessels. Many of the vessel operators and oil/gas/renewable companies already have strict safety requirements and procedures. In the case of inspections, in every case a component of the inspection is now conducted remotely. Checklists have been prepared that include details of required information, depending on the requirements of the inspection format to be conducted. Previous inspection reports, ISM audits, details of statutory and trading certificates are a must, together with dates of some of the more important drills and tests. Crew competence matrices are requested with due regard to data protection. An up-to-date class status report is also extremely helpful. In the case of specialist vessels where there may

be supplements appropriate to the vessels industrial mission, it is very helpful to obtain as much information as possible. Once this information is received it does provide a credible snapshot of the vessel management and compliance, and can assist with planning the time spent on board. Of course, any supplied information is subject to random spot testing while on board the vessel for verification.

Prior to gaining access to a vessel I have experienced a number of regimes. One client required me to self-isolate for period of 48 hours prior to attending the vessel. This was "time on the clock" (chargeable) and required me to attend a private COVID-19 test and maintain a temperature log every 6 hours. In other cases, I have arrived at vessels and been met by a vessel superintendent and had my temperature taken. In every case I have been issued with minimum standards and expectations of the minimum PPE required and my conduct and interaction with the crew on board. The only concern I have had was when one vessel operator required an inspector to wear a facemask and a visor while on board. I raised this as a safety observation because the visor would become steamed up whilst wearing the mask, making it difficult to move around the vessel and negotiate stairways etc. Pleased to say that the vessel operator was co-operative and agreed this did introduce an unnecessary safety hazard and amended their procedures accordingly.

In the case of surveys, the approach is similar with the exception that any remote information gathering is limited. As we all know, surveys are about what you see on board, so an attendance must be conducted taking the time required to obtain the required information to satisfy the client brief.

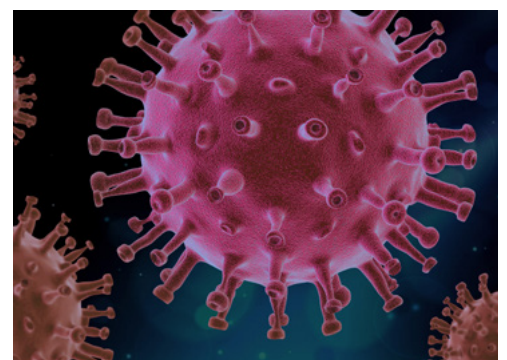
I have experienced only positive interaction with vessel masters, officers, and crews during inspections, including full adherence to PPE and social distancing.

Looking to the future, I believe that remote components of inspections, as can be conducted efficiently, will become a staple of an inspection. However, it does require the participation of an honest and responsible vessel operator. In my opinion, it makes sense across the whole industry, but especially within the sector and geographical area in which I work, where vessel port calls, crew changes and turnarounds can be very short. As an inspector, consultant or surveyor, I believe this would allow a period of better preparation of a vessel before the attendance on board.

In my opinion, totally remote vessel 'inspections' would need to be rebranded as a remote inspection or assessment in order to ensure it was clear that a physical inspection wasn't conducted. In the case of an eCMID or an OVID this could be an option selected by the company commissioning the inspection. No amount of remote information gathering will substitute for the period on board and how much that contributes to a good inspection report even when subjectivity is removed.

I would like to add however that this will not save time (and therefore cost) of an inspection. In recent experience it actually requires more time, but I concede this could become more efficient as it becomes the norm.

20/20... interesting as this generally implies good sight. Personally, it feels more like 20/200 vision (blind)... we were blind to the impact of COVID-19. Stay safe.





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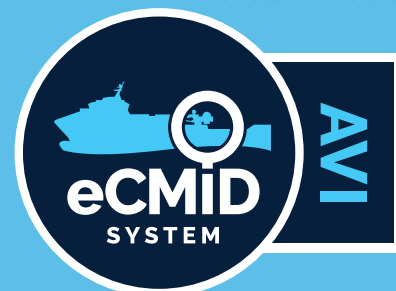
presents

A half day seminar
on Monday 14th
December, exact
time to be confirmed.

eCMID AVI festival OF KNOWLEDGE half II day

ONLINE SEMINAR Festival of Knowledge II for eCMID AVIs...

Don't miss out on another fantastic online seminar which will showcase key speakers from the industry presenting a range of topics relevant to the eCMID AVI community, or for those of you considering applying to the eCMID AVI scheme.



The 'Festival of Knowledge II' will be a shortened version lasting half a day and delivered online via the Zoom platform. It will comprise not only a selection of speakers presenting topics, but it will also include 'open discussions' designed to engage the audience and result in both proactive and useful feedback.

If you would like to participate in this online event, either as a presenter or as a discussion host/panellist, please confirm your interest and preferred topic:

1. How COVID-19 has affected your business operation positively
2. Working as an eCMID inspector in COVID times and overcoming challenges
3. Where do we go in 2021? A summary of future developments and plans for the year ahead
4. Open discussion - 'Remote Inspections'
5. Open discussion – '5 year review of AVIs'
6. Overview of High Speed Craft Code Supplement

If you have a specialist topic you would like to present to the eCMID AVI community, please get in touch.

THIS EVENT WILL AWARD 4 CPD POINTS

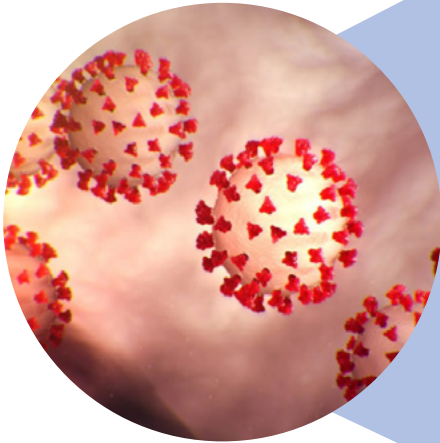
Note, if you are not able to join online on the day there will be the option to purchase the entire contents of the seminar after it has taken place.

To book your place, please contact our Events & Course Co-ordinator, Sharon Holland at courses@marinesurveyingacademy.com

Cost: £95.00 An invoice will be sent to you electronically once your confirmation email has been received.

COVID-19 GUIDE

COVID-19: The Symptoms

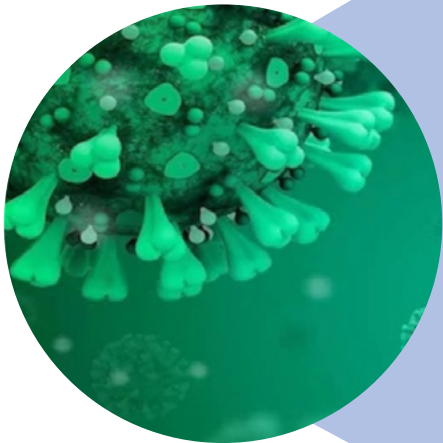


The main symptoms of coronavirus are:

- A high temperature – this means you feel hot to touch on your chest or back (you do not need to measure your temperature)
- A new, continuous cough, meaning coughing a lot for more than an hour, or 3 or more coughing episodes in 24 hours (if you usually have a cough, it may be worse than usual)
- A loss or change to your sense of smell or taste – this means you've noticed you cannot smell or taste anything, or things smell or taste different to normal

IMCA-published information on COVID-19 and further information from other relevant sources is posted on the following IMCA website page:
<https://www.imca-int.com/covid-19/>

COVID-19: Operational advice

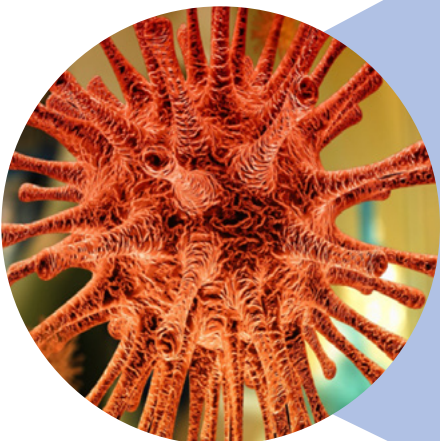


- Due to the COVID-19 global pandemic we, as vessel inspectors, must stay alert by following Country and respective Government guidance and regulations
- Check before you travel to a vessel that you will be allowed to board the vessel and what checks may be required – verify with your client in writing

You are advised to follow these steps

1. If you have any of the symptoms of COVID-19 do not travel to the vessel
2. Complete a self health declaration form to issue to the vessel operator – you may need to complete a company one
3. Go through any pre-screening checks
4. Maintain social distancing on board
5. Regularly wash your hands – sanitise
6. Wear a face mask if required and wear single use gloves
7. Touch minimal surfaces and avoid any close contact with the ships crew
8. If an area is not accessible without close contact do not enter and mark this on the inspection

COVID-19: Preparations



- Planning:
Due to COVID-19 this is vitally important
- Engagement/contact with the Vessel's Master and crew:
Social distancing is not always possible
- Make a phone call 24 hours before:
A health declaration may now be required
- De-conflicting with concurrent operations
- Arranging for access to compartments/machinery/equipment: Follow the vessel's COVID-19 procedures 'areas not accessible list' in the inspection template

COVID-19 Shipboard care for people with suspected or confirmed COVID-19

For ill crew members



For caregivers



For all crew members





Feature Interview with Maurice Pickles

AFNI, AVI and Director at Wyvis Marine and Business Management Ltd

Q1. What drew you into the marine surveying and vessel inspection world?

I served in both the Royal and Merchant navies and worked my way through the ratings and ranks from Junior Seaman through to chief officer/relief master. Having a young family, I felt I wanted to spend more time at home and sought employment with a marine consultancy company serving the offshore sector. I have very much enjoyed the intellectual and practical challenges of this kind of work.

Q2. What have been your career highlights and greatest achievements?

My father was a Royal Navy rating during WW2. A very humble man, he was brought up in a simple way in a very industrial city and was of an era where higher education and progress were considered for the elite or privileged. He was very proud of me that at 17 years old I followed his footsteps into the Royal Navy. He was equally proud when I achieved my first CoC as a Merchant Navy officer and when I qualified as Master, he was ecstatic. It meant so much to me to make him so proud.

Q3. How might a typical day look?

A typical day.... Is there such a thing in our industry? Inspection/survey days are quite predictable I suppose. Following initial information gathering, making contact with the vessel and confirm that it is OK to attend. Contact the port if required and ISPS clearance. Attend the vessel. Sign on board, receive safety briefing. Conduct opening meeting discuss the agenda and terms of reference. Agree an outline inspection schedule to take into account vessel operations, crew availability, hours of work and rest. Commence the inspection/survey of the vessel. On completion conduct a closing meeting and depart the vessel. Report to the commissioning company that the attendance is complete.

Q4. COVID-19 has changed the outlook for most in the marine world. What have been the key changes for you with vessel inspections?

I think most would agree that the most significant change is the acceptance of remote or part remote inspections. I do believe that this will remain an acceptable way of completing an inspection and certainly has benefits. Some of the current inspection formats have in excess of 400 questions to answer. This can put both inspector and the inspected under immense pressure and often at a time where operations in port also require the attention of the vessel personnel. Obtaining a good amount of fundamental information about the vessel beforehand can only be a good thing.



Q5. What value do you place on Continuing Professional Development?

CPD is valuable in most professions where technology or operations/legislation may change. I have worked ashore for 20 years and have seen considerable changes during that time. Examples where CPD has assisted me to keep up are with ECDIS, Cyber Security and MLC regulations.

Q6. When you finally retire from the industry, what two bits of key advice would you pass on to the next generation?

1. It is likely that the industry will change significantly on your journey from cadet or rating to wherever you choose to settle in your career. Embrace change and don't get stuck in the mud. Your prior experience will still be very significant in taking things forward.
2. Whatever your position onboard or as an inspector or surveyor you will never know everything. Be honest, humble, articulate and above all personable. What you don't know you can learn.

Q7. What are your thoughts on the onslaught of remote surveys and inspections? As per Q4.

Q8. When the work is done, how do you like to relax and spend your spare time?

My greatest personal passion and hobby is that I play guitar and am a registered tutor with the London College of Music. I have played and recorded with numerous bands over the years and have also recorded some solo compositions that have achieved significant recognition. I own around 80 guitars!



If you are interested in being featured in an interview please get in touch at:

courses@marinesurveyingacademy.com

Events of 2020 feedback

Since July, we have delivered three eCMID AVI courses ONLINE. The format has been very well received by both the course tutor and delegates.

Here is a selection of comments from our delegates which we would like to share...

Feedback following our first online course on 22nd July 2020:

"The course went exceptionally well and was informative and enjoyable. Considering the attendees pretty much spanned the globe. I'd say it was a remarkable achievement."

"An excellent solution during the pandemic providing continuity to the program for all participants. Despite being the first online course, the entire course ran smoothly with minimal glitches or delays."

"Presentation, content, flow and administration was excellent throughout and well exceeded expectations."

"Good course which satisfied the element of objective."

"Good course which was very well delivered."



Feedback following the next two online courses in August and September 2020:

"The course was very interesting, more informative than I had envisaged. An enjoyable course and Sujit made it interesting."

"The course content was ideal as it concentrated on how the eCMID works. The only improvement suggestion would be to have an interactive session where candidates can navigate the eCMID set up and submission themselves."

"A good course."

"The tutor was very knowledgeable and kept my interest."



Schedule of Events

eCMID AVI ONLINE Course.

Course dates:

19th January 2021

24th February 2021

17th March 2021

eCMID AVI 5 Year Revalidation –
Mandatory Refresher Course.

Part II, course dates:

Part II course dates to be confirmed soon.

Visit our website www.ecmidvesselinspectors.com
for regular updates.





Did you know? We have an eCMID AVI discussion group on LinkedIn which has been established for the benefit of accredited eCMID inspectors/auditors. It is a place to share relevant information and somewhere for inspectors to ask questions of other eCMID AVIs. This is a closed discussion group and therefore is only open to accredited eCMID vessel inspectors who apply to join. It is there for your use, so please do use it! Please visit: www.linkedin.com and search for "eCMID AVI discussion".



Did you know? IIMS (International Institute of Marine Surveying) has its own YouTube channel (MarineSurveying IIMS) which now has **over 800 subscribers - 838 in fact, and boasts a library of over 230 original videos** made by the Institute? It can be found at <https://bit.ly/1jRuSje> and contains a variety of non-technical and technical presentations and hot topics. Not only are there a huge range of marine related topics, there are also business related matters such as strategy planning and cashflow management. There really is something for everyone here to browse through and best of all it is **FREE!**



House keeping

It is vital that we keep our database and records up to date. If any of your contact details should change, please kindly inform us so we can update your details. You can email Pui Si Chung, Accreditation Scheme Administrator at info@marinesurveyingacademy.com

Useful websites

eCMID: <https://bit.ly/2FK4Xqj>

IMCA (International Marine Contractors Association): <https://bit.ly/2gGhFPe>

MSA (Marine Surveying Academy): <https://bit.ly/2yf5iPq>

IIMS (International Institute of Marine Surveyors): <https://bit.ly/2y0nH3f>



"Just for fun"... *You may have recently heard that our parent company IIMS (International Institute of Marine Surveying) has purchased Murrills House, the Headquarters at Portchester, Hampshire housing both IIMS and MSA. Here are some interesting facts about Murrills House!*

1. The building is Grade II listed which is defined as a UK building or structure that is of "special interest", thus warranting every effort to preserve it. In fact, some parts of the building date back to the 1500s.
2. There is a basement where sightings of a friendly lady ghost, the 'Grey Lady' have been made over the years. Strange creaking sounds can sometimes be heard is the rumour amongst staff!
3. Murrills House started out as a tenant farm and was part of a much larger estate in the area.
4. Prior to the building becoming office space it was a 7-bedroom manor house owned by the Curtis family for many years.
5. In 1952, Associated British Combustion Ltd acquired the property as their head office and it became commercial premises. Their two most prestigious contracts, both with a Royal connection, were to provide and install the oil-fired heating system at Windsor Castle and the boilers on board the iconic H.M Royal Yacht "Britannia". How ironic that more than a century on, IIMS should be set to pick up that nautical mantle once more.

If you or your company would like to be featured in a future newsletter, please do let us know by emailing Sharon Holland at courses@marinesurveyingacademy.com

Information and contact details

For more information on the various schemes and accreditation projects, please visit our websites:

Marine Surveying Academy
www.marinesurveyingacademy.com

International Registered
Marine Insulation Inspectors
www.irmii.co.uk

Registered Marine Coatings Inspectors
www.rmciinspectors.com

eCMID AVI Accreditation Scheme
www.ecmidvesselinspectors.com

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