

eCMID and eMISW Findings Analysis

April 2020 – April 2021

IMCA has analysed 1517 vessel inspection reports uploaded between April 2020 and April 2021 into the eCMID database at www.imcaecmid.com and produced the following summary of key findings.

The eCMID system enables vessel operators to review and address these findings and to add commentary on corrective actions and other feedback. This is then provided for clients and potential clients to review as part of the downloadable inspection report.

By highlighting frequent findings, we can enable vessel operators and inspectors to address common issues. These can also be useful to IMCA's committees as they identify priority topics for future work and guidance.

The question sets were fully refreshed in October 2018 (published as eCMID Issue 11 and eMISW Issue 4) using this data to help eliminate low value questions and ensure a focus on critical safety elements as new sections (covering cybersecurity, the Maritime Labour Convention and DP vessel reactivation) were introduced. Since then, there has been some minor editorial changes primarily to the guidance and references contained within the individual questions resulting in the publication of eCMID issue 11.1 and eMISW4.1 in April 2020. The results extracted below are taken from the period of April 2020 to April 2021.

1 Executive summary

A closer look at the numbers suggests some areas of concern. Whilst the largest non-compliance is in the area of cyber security, changes to the regulatory requirements for cyber security during the audit period may make this figure abnormally high. The 2021 to 2022 statistics will hopefully show a more reliable figure.

Another startling number is that 65 vessels do not have provision for entry into enclosed/confined spaces. Safe management of confined space entry remains, literally, a deadly issue for the shipping industry. As recently as May 2021 two workers died inside a ballast tank onboard a dredger KSE Exo in Singapore. From the very beginning of a seafarers training we are instructed on the hazards of entering confined spaces yet we continually hear of fatalities.

The level of non-conformances revealed here demonstrate very clearly why the eCMID & eMISW are a credible and justifiable tool to ensure that we drive down the potential for accidents and incidents.

IMCA will continue to publish these figures to allow the membership to focus its efforts in reducing these numbers. It also allows IMCA to focus on areas where further guidance may be required, and to ensure that the guidance that is already in place reaches those that require it the most.

2 eCMID – Common Marine Inspection Document (IMCA M 149, Issue 11.1)

The original eCMID format is intended for comprehensive inspections of Vessels over 500grt or 24m in length.

The top findings, from 769 inspections have been extracted and shown in the table below:

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eCMID Main Body of Report	
Section	Out of 769 Inspected the following is of some Concern
Previous inspections	This showed that some Vessels hadn't been inspected for over 12 months
Certification and publications	<ul style="list-style-type: none"> • 113 Vessels reported not clear of conditions of class and any safety related memoranda • 70 Vessels has out of date Statutory and Class Certs.
HSE	<ul style="list-style-type: none"> • 69 Vessels did not have any procedures for control, stowage and handling of chemicals and flammable/combustible materials • 65 Vessels did not have a controlled entry into an enclosed space!
Ship and cyber security	<ul style="list-style-type: none"> • 211 Vessels did not have a cyber security management system and/or a cyber security plan!
Crew management	<ul style="list-style-type: none"> • 37 Vessels did not have appropriately qualified crew • 29 Vessels had invalid medical certs
Life-saving appliances (LSA)	<ul style="list-style-type: none"> • 44 Vessels had defects recorded on their LSA
Firefighting appliances	<ul style="list-style-type: none"> • 59 Vessels did not have up to date manuals and plans for firefighting equipment • 45 Vessels had defects recorded on their fire fighting equipment
Pollution prevention	<ul style="list-style-type: none"> • 49 Vessels did not have adequate oil spill prevention • 29 Vessels had not completed the Oil Record Book
General appearance	<ul style="list-style-type: none"> • 54 Vessels reported issues with general condition • 47 Vessels has issues with watertight closures
Bridge, navigation and communications equipment	<ul style="list-style-type: none"> • 60 Vessels failed to maintain the gyro & mag compass error log • 47 Vessels reported that SOLAS Comms and Nav equipment was not available for use
Machinery space	<ul style="list-style-type: none"> • 84 Vessel reported main, auxiliary and emergency plant reported to be not fully operational • 64 Vessels had poor engine room house keeping • 61 Vessels reported poor working practices within the engine room • 49 Vessels did not have a planned maintenance system in place
Mooring, towing and lifting equipment	<ul style="list-style-type: none"> • 96 Vessels did not have an adequate lifting equipment management system • 51 Vessels reported defects on mooring/towing equipment

eCMID Supplements		
Supplement	No. Vessels Inspected	Following is of some Concern
Dynamic positioning Vessels	418	<ul style="list-style-type: none"> 63 Vessels did not have a copy of the most up to date DP trials 36 Vessels reported that they do not conduct onboard DP training and drills 28 Vessels did not have a copy of the latest FMEA document
Anchor handling Vessels	126	<ul style="list-style-type: none"> 20 Vessels did not have acceptable vertical and horizontal transverse forces defined and posted 18 Vessels did not hold conformation that winch operators are formally trained 13 Vessels did not have up to date maintenance records for anchor handling equipment 11 Vessels did not display emergency releasee procedures
LNG fuelled Vessels	2	<ul style="list-style-type: none"> 1 Vessel could not show evidence that the crew had recognised liquefied gas tanker training programme certificate and have they undergone shipboard gas related basic safety training and did not conduct exercises or drills related to the LNG System
Survey Vessels	50	<ul style="list-style-type: none"> 5 Vessels failed to adequately mark deck and bulkhead safety/warning markings for survey equipment deployment/recovery 5 Vessels failed to have adequate lifting certification associated with survey equipment 5 Vessels failed to provide emergency stops for all winches and hydraulic equipment
Diving support Vessels	23	<ul style="list-style-type: none"> 5 Vessels had inadequate signage and provision for firefighting/cooling in HP gas storage areas 2 Vessels failed to have dive system operating and emergency procedures available
Pipe & Cable lay Vessels	36	<ul style="list-style-type: none"> 6 Vessels did not include the lay system within the FMEA
Autonomous underwater vehicles	101	<ul style="list-style-type: none"> 23 Vessels been subject to an independent audit under IMCA R 006 or a similar scheme of the ROV spread
Helicopter operations	144	<ul style="list-style-type: none"> 19 Vessels did not have the helideck appropriately certified and approved 13 Vessels did not have the required trained personnel in accordance with the relevant requirements
Accommodation Vessels	68	<ul style="list-style-type: none"> 11 Vessels did not have a fixed sprinkler system fitted 7 Vessels did not have an FMEA relating to the gangway system
Jack-up Vessels	30	<ul style="list-style-type: none"> 5 Vessels did not have formal training in jack-up operations including fundamentals of jack-up soil conditions for the jacking engineer(s) 3 Vessels did not have certified calibration certificates for the longitudinal and transverse inclinometers
Heavy lift vessel	53	<ul style="list-style-type: none"> 13 Vessels did not have a Bilge/Ballast FMEA 7 Vessels did not have operational or certified draught sensors
Oil recovery vessel	17	<ul style="list-style-type: none"> 6 Vessels did not hold certification for oil recovery operations 4 Vessels did not include oil recovery equipment in the planned maintenance system 4 Vessels could not demonstrate that the crew were adequately trained in oil recovery operations 3 Vessels did not have a Class approved oil recovery manual
Barges	19	<ul style="list-style-type: none"> 5 Vessels had poor condition of deck machinery 4 Vessels did not have a certified emergency towing bridle including chains/wires/shackles/Smit brackets and pick up rope or was in poor condition

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		<ul style="list-style-type: none"> • 3 Vessels did not have an emergency anchor available
Gravel discharge	49	<ul style="list-style-type: none"> • 5 Vessels reported that cargo handling/specialist equipment and ship fittings had deficiencies
Vessel reactivation from layup	6	<ul style="list-style-type: none"> • 3 Vessels did not have up to date Class surveys and certificates.

3 eMISW – Marine Inspection for Small Workboats (IMCA M 189, Issue 4.1)

This inspection format targets smaller workboat, which are not required to comply with the International Safety Management (ISM) or the International Ship and Port Facility Security (ISPS) codes, although the principles outlined within the two codes are worth following.

The top findings, for 748 inspections, are as follows:

eMISW Main Body of Report	
Section	Out of 748 Inspected the following is of some Concern
Inspection	<ul style="list-style-type: none"> • 48 Vessels reported not clear of conditions of class and any safety related memoranda
Logbooks	<ul style="list-style-type: none"> • 37 Vessels did not have adequate logbooks
Watertight integrity	<ul style="list-style-type: none"> • 30 Vessels had deficiencies in water tight closures
Machinery & Electrical	<ul style="list-style-type: none"> • 53 Vessels had poor bilge condition • 49 Vessels did not have a planned maintenance program • 49 Vessels had not addressed hazards within the machinery space • 10 Vessels did not have an emergency bilge pump • 15 Vessels did not have a means of emergency steering
Escape	<ul style="list-style-type: none"> • 31 Vessels had not adequately marked and/or illuminated escape route
Fire	<ul style="list-style-type: none"> • 28 Vessels did not have a fire pump external to the machinery space • 27 Vessels did not have adequate portable fire extinguishers • 18 Vessels reported a defective fire pump
Radio	<ul style="list-style-type: none"> • 39 Vessels did not have adequate instruction on use of radios • 29 Vessels did not have instruction cards for procedures in emergency situations • 16 Vessel reported radio equipment not in good order
Navigation equipment	<ul style="list-style-type: none"> • 87 Vessels did not carry the latest charts • 58 Vessels reported that the magnetic compass was not in working order • 15 Vessels had deficiencies with the navigation lights
Navigation	<ul style="list-style-type: none"> • 37 Vessels failed to maintain adequate passage planning • 34 Vessels did not have written procedures for entry into 500m zones
Accommodation	<ul style="list-style-type: none"> • 77 Vessel did not have provision for testing potable water
Safety of personnel	<ul style="list-style-type: none"> • 43 Vessels did not keep records of emergency training drills and exercises • 40 Vessels did not have defined controls on confined space entry

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	<ul style="list-style-type: none"> • 38 Vessels did not have procedures in place for control, stowage and handling of chemicals and flammable/combustible materials
2 Crane	<ul style="list-style-type: none"> • 49 Vessels did not have a valid test certificate for the crane
3 Reporting	<ul style="list-style-type: none"> • 37 Vessels did not keep records for reporting and follow up of near misses
4 Lifesaving appliances	<ul style="list-style-type: none"> • 50 Vessels did not carry the required number/type of lifebuoys • 45 Vessels did not have a training manual for the use of LSA • 21 Vessels did not have adequate equipment for recovery of a person from the water • 18 Vessels did not have sufficient life rafts for the POB
5 Vessel cyber security	<ul style="list-style-type: none"> • 155 Vessels did not have a cyber security management system and/or a cyber security plan • 103 Vessels did not have procedures for the management of portable data storage devices • 92 Vessels did not have controls for connection of personal IT devices such as phones, tablets and laptops to the ships network • 34 Vessels did not have specific port security procedures covering visitors, storing and vessel gangway watchkeeping requirements

eMISW Supplements		
Supplement	No. Vessels Inspected	Following is of some Concern
1 Dynamic Positioning	11	<ul style="list-style-type: none"> • 4 Vessels did not have the appropriate DP qualification for the DP Operators • 3 Vessels did not have a adequate DP Checklists • 2 Vessels did not have a DP Ops manual
2 Towing	92	<ul style="list-style-type: none"> • 12 Vessels did not have a towing operations manual • 11 Vessels did not hold certified towing equipment • 11 Vessels did not have a master with tug CoC or a towage endorsement • 9 Vessels did not have emergency towing procedures in place
3 Anchor Handling	60	<ul style="list-style-type: none"> • 7 Vessel could not show evidence that the anchor handling winch was appropriately certified

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