– eCMID and eMISW Findings Analysis 2020/21

Information Note Published on **15 September 2021**

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

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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 and 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 M149)

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:

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	• **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	• **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	• **211** vessels did not have a cyber security management system and/or a cyber security plan!
Crew management	• **37** vessels did not have appropriately qualified crew. • **29** vessels had invalid medical certs.
Life-saving appliances (LSA)	• **44** vessels had defects recorded on their LSA.
Firefighting appliances	• **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	• **49** vessels did not have adequate oil spill prevention. • **29** vessels had not completed the Oil Record Book.
General appearance	• **54** vessels reported issues with general condition. • **47** vessels has issues with watertight closure.

Bridge, navigation and communications equipment	• **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	• **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	• **96** vessels did not have an adequate lifting equipment management system. • **51** vessels reported defects on mooring/towing equipment.

eCMID: Supplements		
Supplement	**Vessels inspected**	**The following is of some concern**
Dynamic Positioning (DP) Vessels	**418**	• **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**	• **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**	• **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**	• **5 v**essels 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**	• **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**	• **6** vessels did not include the lay system within the FMEA.
Autonomous Underwater Vehicles (AUVs)	**101**	• **23** vessels been subject to an independent audit under IMCA R006 or a similar scheme of the ROV spread.
Helicopter operations	**144**	• **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**	• **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**	• **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**	• **13** vessels did not have a Bilge/Ballast FMEA. • **7** vessels did not have operational or certified draught sensors.

Oil Recovery Vessel	**17**	• **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**	• **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. • **3** vessels did not have an emergency anchor available
Gravel discharge	**49**	• **5** vessels reported that cargo handling/specialist equipment and ship fittings had deficiencies.
Vessel reactivation from layup	**6**	• **3** vessels did not have up to date Class surveys and certificates.

3. eMISW – Marine Inspection for Small Workboats (IMCA M189)

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**
Inspections	• **48** vessels reported not clear of conditions of class and any safety related memoranda.
Logbooks	• **37** vessels did not have adequate logbooks.

Watertight integrity	• **30** vessels had deficiencies in water tight closures
Machinery & Electrical	• **53** vessels had poor bilge condition. • **49** vessels did not have a planned maintenance programme. • **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	• **31** vessels had not adequately marked and/or illuminated escape route.
Fire	• **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	• **39** vessels did not have adequate instruction on use of radios. • **29** vessels did not have instruction cards for procedures in emergency situations. • **16** vessels reported radio equipment not in good order.
Navigation equipment	• **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	• **37** vessels failed to maintain adequate passage planning. • **34** vessels did not have written procedures for entry into 500m zones.
Accommodation	• **77** vessels did not have provision for testing potable water.
Safety of personnel	• **43** vessels did not keep records of emergency training drills and exercises. • **40** vessels did not have defined controls on confined space entry. • **38** vessels did not have procedures in place for control, stowage and handling of chemicals and flammable/combustible materials.

Crane	• **49** vessels did not have a valid test certificate for the crane
Reporting	• **37** vessels did not keep records for reporting and follow up of near misses.
Lifesaving appliances	• **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.
Vessel cyber security	• **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	**Vessels inspected**	**The following is of some concern**
Dynamic Positioning (DP)	**11**	• **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.
Towing	**92**	• **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.

Anchor handling	**60**	• **7** vessels could not show evidence that the anchor handling winch was appropriately certified.

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