



OCEANFILE MARINE LIMITED

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Oceanfile Fleet Management System

## Oceanfile – Risk Assessment

Version 7.0

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# 1 Introduction

*Oil Company charterers and many tanker operators recognise that a count of inspector Observations in itself provides no indication of actual risk. Although a count of the number of Observations has its uses, it is frequently quite misleading to simply count the number of Observations as a meaningful measure of risk.*

*For this reason, Oceanfile includes risk measurement tools that both forecast potential risks associated with specific questions in the SIRE VIQ, and in addition, a risk assessment tool that is used to evaluate the risk on the basis of the actual nature of the Observation.*

# 14. Notes on Oceanfile Risk Scoring Concepts



The risk score uses a scaled “Minimal” to “High Risk” selector to permit each inspector observation to be scored on the basis of the actual words of the observation. This is a vital component of Oceanfile Rev3.

## 14.1 Forecasting the Potential Risk

The Risk Potential Settings screen provides functionality for setting risk defaults for each Question number in the SIRE VIQ Inspection template. The Oceanfile Risk Potential Tool is to be found under the “Administration” Tab. This contains, for every question in every variant of the SIRE VIQ, a Risk Potential slider tool that can be adjusted with values from 0-5 in increments of 0.5

The left hand pane of the Risk Potential screen [screen](#) lists the various VIQ chapters including the various Chapter 8 variants for Oil, Chemical, LNG and LPG tankers. Selecting a particular chapter causes the right hand pane to show an index of questions for the selected chapter.

Against each question a slider is presented to allow the risk potential setting to be adjusted between scores of 0 (No risk) to 5 ([High-Unacceptable Risk](#)).

The risk settings for each question are saved and used to populate the potential risk for each observation recorded against each imported SIRE Inspection. These potential risks may be adjusted to show an assessed risk for each observation reflecting the detailed nature of each observation and whether the observation warrants a reduced or increased risk score.

Chapter 5 (Inspection workflow management) discusses use of this feature in greater detail.


Reference	Question	Risk Potential
4.1	Is the vessel provided with adequate operator's navigation instructions and procedures?	5
4.2	Has the master written his own Standing Orders and are Bridge Orders being completed?	2.5
4.3	Have the deck officers countersigned the master's Standing Orders and Bridge Orders as being read and understood?	2.5
4.4	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?	0
4.5	Are the vessel's manoeuvring characteristics displayed on the bridge?	0
4.6	Are procedures in place for the testing of bridge equipment before arrival and departure?	2.5
4.7	Are records maintained of fire and safety rounds being completed after each watch?	0
4.8	Are checklists for pre-arrival, pre-departure, watch handover, pilot-master exchange and pilot card effectively completed?	0
4.9	Does the operator provide guidance on minimum under keel clearance and squat?	5
4.10	No question assigned	0

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Decisions as to where along the (Low, Medium or High) risk scale is any setting to be made must thoroughly take into account the Policies and concerns of any Oil Company charterer who is considering a vessel for charter and how the Oil Company would make a judgement as to the severity of the risk.

## 14.2 Assessing the Actual Risk

For every occasion that an Observation is made, the Risk assessment slider tool will be seen to display the Potential Risk when the Observation is initially reviewed.

Reference	8.21
Question	Are the cargo, ballast and stripping pumps, eductors and their associated instrumentation and controls, in good order and is there recorded evidence of regular testing?
Observation	5 Port ballast tank gauge was not reading accurately.
Lead Responsibility	Unknown
Risk Assessment	 POTENTIAL RISK

A review of the actual words contained in the Observation may well indicate that the potential for risk actually represents a true evaluation of risk that has been identified in the Observation. However, this might not always be the case. In the event that the Observation is trivial or irrelevant, the risk slider can be used to reduce the risk value. Conversely, if the Observation presents a significant risk, the slider can be moved to measure a higher risk score.

Reference	8.21
Question	Are the cargo, ballast and stripping pumps, eductors and their associated instrumentation and controls, in good order and is there recorded evidence of regular testing?
Observation	5 Port ballast tank gauge was not reading accurately.
Lead Responsibility	Unknown
Risk Assessment	 ASSESSED RISK

Remember that in using the Oceanfile risk measurement tools, the person or persons who are setting and adjusting the risk scores, do so with absolute integrity.

A clear understanding as to how an oil company's vetting and clearance department would assess the observation is essential.

The value of the Oceanfile risk tools is essentially to promote identification and measurement of risk that will assist corrective and preventative actions, drive constant improvement and eliminate accidents and pollution

