

**HARNESSING I.T. FOR
CONTINUOUS
IMPROVEMENT IN
SHIPMANAGEMENT**

By

Capt. Pradeep Chawla

Anglo-Eastern Ship Management

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**I.T. SYSTEMS ARE NO
LONGER THE
'INDULGENCE' OF THE
BIG COMPANIES.**

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**IT IS NO LONGER A RACE
TO BUY THE BEST
SOFTWARE**

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**EVEN THE 'JONES' HAVE
CAUGHT UP WITH THE
'ROYALS'**

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**NOW IT IS ALL ABOUT
'HARNESSING' THE
INFORMATION**

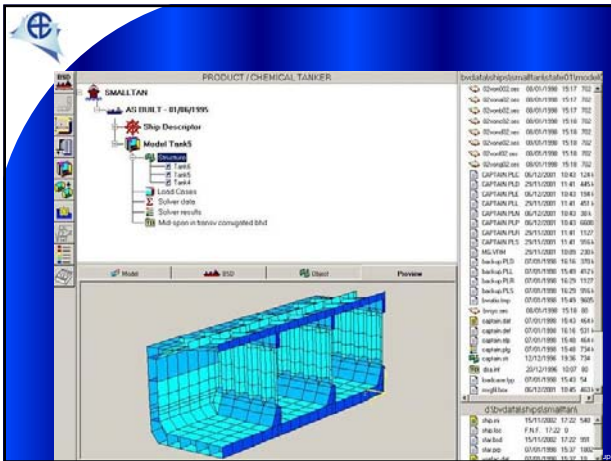
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**I.T. NOW IS AN INTEGRAL
PART OF EVERY
ORGANISATION.
THE 'MEN BEHIND THE
WHEEL' ARE AGAIN THE
CRITICAL LINK**

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SOME EXAMPLES OF AN OVERALL I.T. PROGRAM, AS PART OF THE OVERALL STRATEGY OF CONNTINUOUS IMPROVEMENT:

SHIP CONSTRUCTION



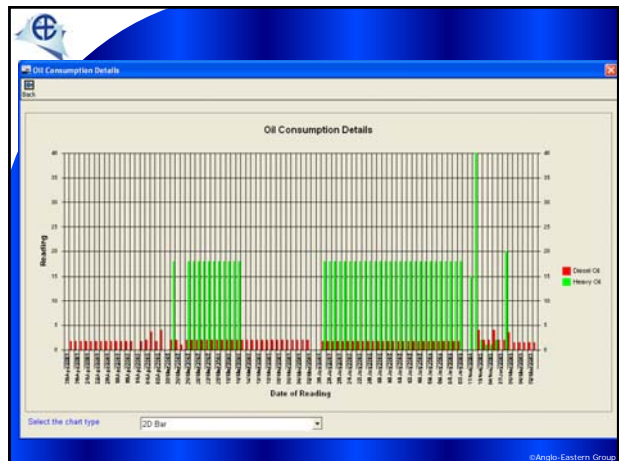
MAINTENANCE

Overview of all Ships

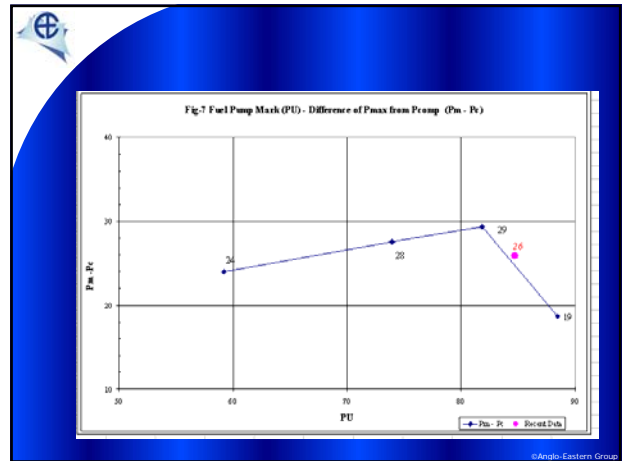
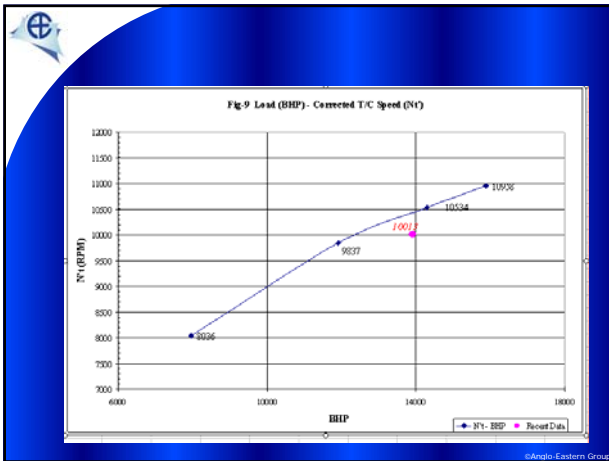
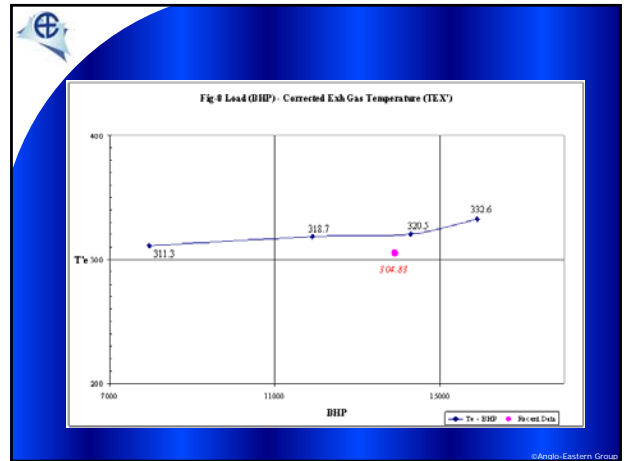
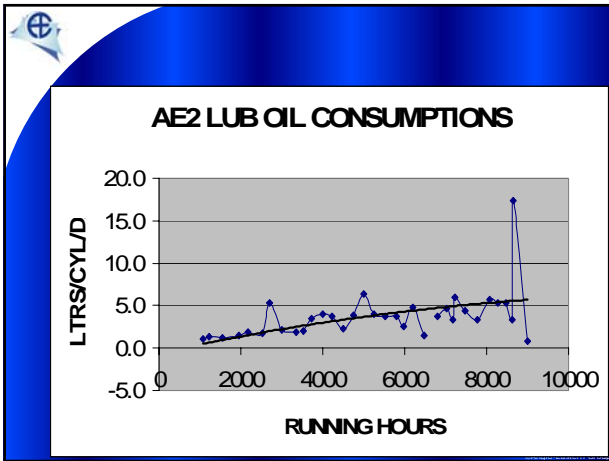
PMS Updated But not Checked by User
 Last Backup Received Exceeds 40 days
 Weekly items are included only if it is overdue by 30 days or more

Ship Name	Total Items	ODue Items	Total No of Critical Items	No of Critical Items Overdue	% of Crit Items O'Due	Total Items Without Alarms	% O'Due Without Alarms	Annual Avg %	Hourly O'Due (Including Weekly)	O'Due's 1 Month (Including)	Backup Date
BULK ISPAT LEHER (Engine)	1133	50	311	10	3.22	971	40	4.72	3.71	27	10/31/08/05

Buttons: Annual Percentage Detail, Load Data, Exit



PMS SYSTEM



KNOWLEDGE MANAGEMENT

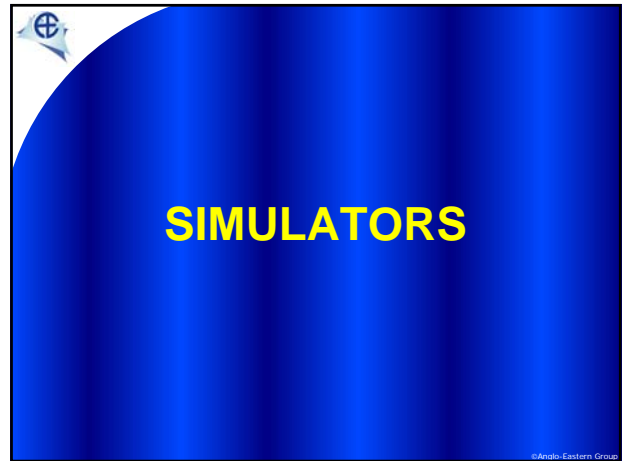
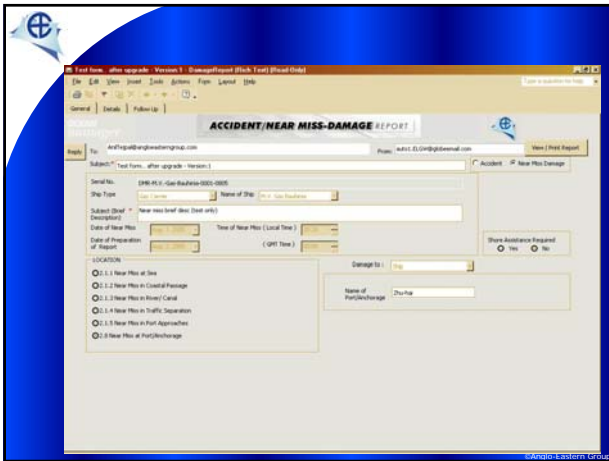
GENERAL REGULATION UPDATE - GEN2
SUBJECT: NEW COLOMBIA'S GENERAL MARITIME DIRECTIONS REGULATIONS
EFFECTIVE DATE: 05 JANUARY 2001

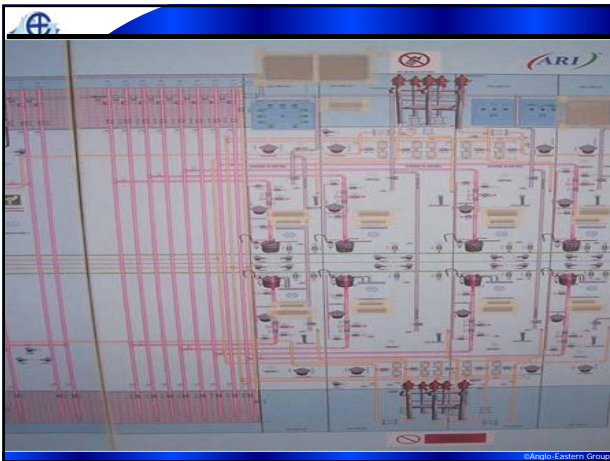
Please note according with the new Colombian General Maritime Directions Regulations.

Every vessel calling Colombian ports must have the below navigation charts, which must be presented to the harbour Master representative.

COC 270 Bahia Formosa
 COC 028 Barranquilla - Pta Espada

Document Name	Date of Creation	Owner	Doc Type	Size(bytes)	Get Latest Version	Preview
GEN 23 New Colombian General M...	8/3/2005 9:17:24 PM	may	ppt	19932	Get Latest Version	Preview
GEN 39 3rd Colombean COC 028 Ba...	8/3/2005 9:17:18 PM	may	ppt	120179	Get Latest Version	Preview
GEN 27 South Korea Navaga Prop...	8/3/2005 9:17:35 PM	may	ppt	49463	Get Latest Version	Preview
GEN 50 3rd Summary of the In...	8/3/2005 9:17:26 PM	may	ppt	421732	Get Latest Version	Preview
GEN 17 International System of R...	8/3/2005 9:17:37 PM	may	ppt	20928	Get Latest Version	Preview
GEN 13 MARPOL 73/78 New Annex...	8/3/2005 11:47:02 AM	may	ppt	242949	Get Latest Version	Preview





Aframax Oil Tanker Simulator



7800 CBM LPG Carrier



COMPUTER BASED TRAINING

BRIEF GLIMPSE OF THE CBT

- ▶ Capt. Teaching 2/O & the Cadet
- ▶ Companion in Different Attires and Moods

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Product Awarded
"Innovation in maritime field"

**Computer Based Training On
Managing Chart Corrections**
by Core Competency Marine Training

Produced by:
Core Competency Marine
Training Pvt. Ltd.

West of England
Produced for:
West of England Insurance Services (Luxembourg) SA &
Anglo Eastern Ship Management Ltd.

Ship Superintendent Program

DRY DOCKING AND REPAIRS

Table of Contents

- Drydock Module
 - Learning Objectives
 - Using this Course
 - Overview
 - What the Shipping Companies Say
 - Training
 - Onboarding Activities
 - Before Drydocking
 - Regulatory Requirements
 - Identify modifications required as per regulations
 - Build drydock defect list
 - Carry out pre-drydocking inspection
 - Prepare drydock specifications
 - Arrange for connecting necessary spares & stores
 - Prepare drydock budget
 - Prepare Request for Quotation (RFQ)
 - Select shipyard
 - Quit
 - During drydocking
 - Know how to use a Gantt chart to monitor shipyard work
 - Explain jobs that are commonly carried out during drydocking
 - Coordinate daily activities of shipyard, ship staff and service providers
 - Implement safe working procedures during drydocking
 - Review daily budget variances
 - Accurate understanding of unplanned activities and repairs
 - Organise specialised repairs for damage or accidents
 - After drydocking
 - Know the list of reports to be put together after drydocking
 - Know when it is necessary to conduct a sea trial

Learning Objects designed to DNV Standard for Ship Superintendent

General Learning Objective (GLO)
3.14 Plan and implement drydocking and repairs of a vessel

Specific Learning Objectives (SLO)

Before drydocking

- 1 State the Regulatory Requirements and IACS guidelines for drydocking
- 2 Identify modifications required as per international regulations
- 3 Prepare drydock defect list using reports from vessel and Class
- 4 Explain the importance of pre-drydocking inspection
- 5 Prepare drydock specifications for work to be carried out
- 6 Organise supply of necessary spares & stores
- 7 Prepare drydock budget based on historical and current information
- 8 Prepare Request for Quotation (RFQ) for drydocking
- 9 Select shipyard based on evaluation criteria

During drydocking

- 10 Know how to use a Gantt chart to monitor shipyard work
- 11 Explain the importance of teamwork under different situations
- 12 Explain jobs that are commonly carried out during drydocking
- 13 Coordinate daily activities of shipyard, ship staff and service providers
- 14 Implement safe working procedures during drydocking
- 15 Review daily budget variances
- 16 Accurate understanding of unplanned activities and repairs
- 17 Organise specialised repairs for damage or accidents

After drydocking

- 18 Know the list of reports to be put together after drydocking
- 19 Know when it is necessary to conduct a sea trial

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NAVIGATION SAFETY

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DIGITRACE

Navigation software interface showing a chart and various data fields.

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Anglo Eastern Office SAMP

Category: CHART CORRECTIONS

Issued by: AUSTRALIAN HYDROGRAPHIC

Format: PAPER

Folio: ALL

Insert: dangerous wreck, with legend Mast (F44) Y. Bu 30° 04.788 S 117° 56' 005 E

Insert: dangerous wreck, with legend Mast (F44) Y 30° 04.79 S 117° 56' 07 E

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UTC 12:00:00

33° 51.626N

130° 50.305E

CGO 260.0°

HOG 260.0°

LOG 4.5

SET 0.0°

DRIFT 0.0xL

WIND DIR SPD

WRT. TEMP DEPTH

Lat 33°51.626N

Lon 130°50.305E

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UTC 12:00:00

50° 58.119N

1° 47.324E

CGO 100.0°

HOG 100.0°

LOG 4.5

SET 260.0°

DRIFT 0.0xL

WIND DIR SPD

WRT. TEMP DEPTH

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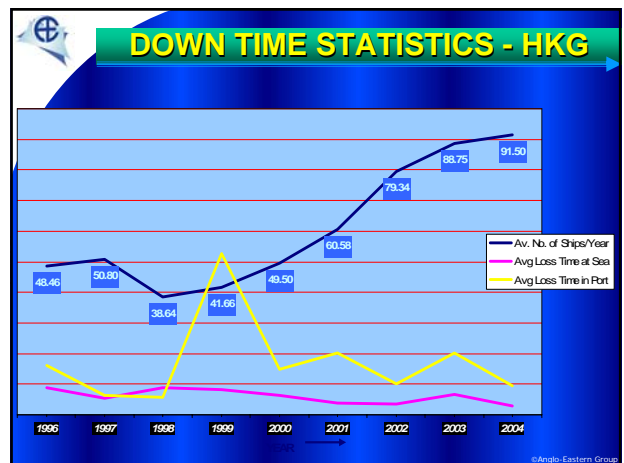
OPERATIONS

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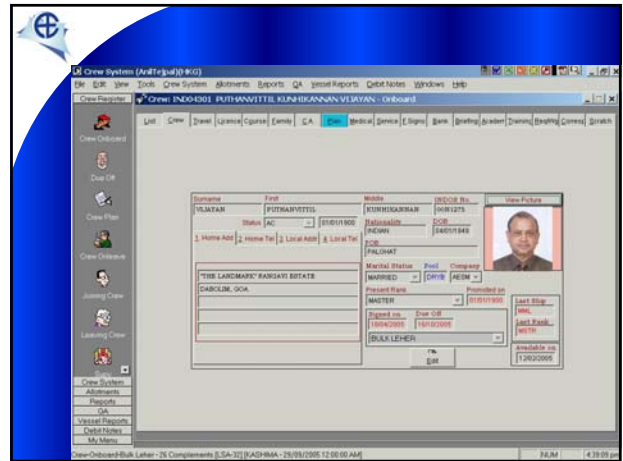
Vessels of Anglo-Eastern Ship Mgmt Ltd.

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POSITION TRACKING



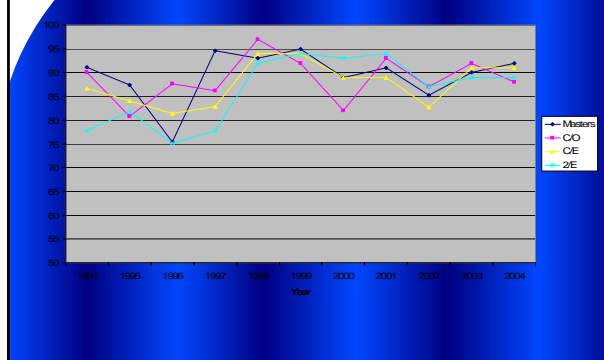
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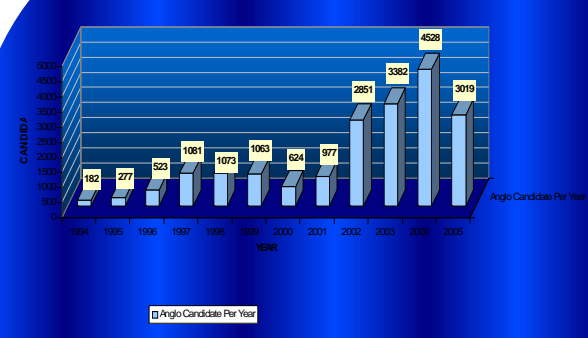
Sr. Officers Retention Graph



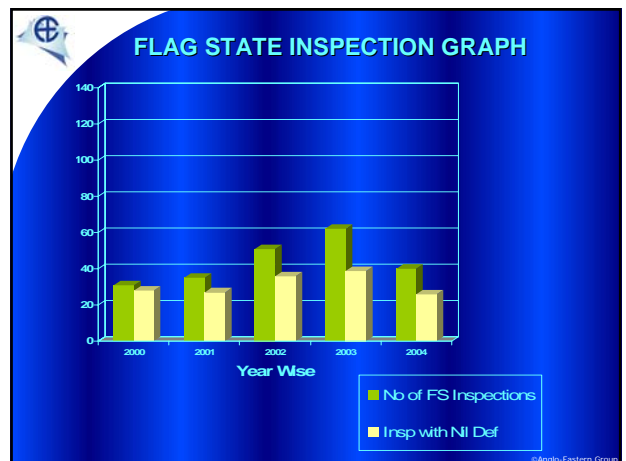
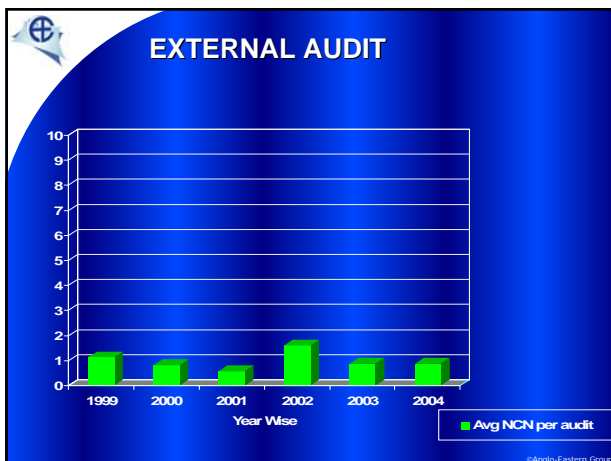
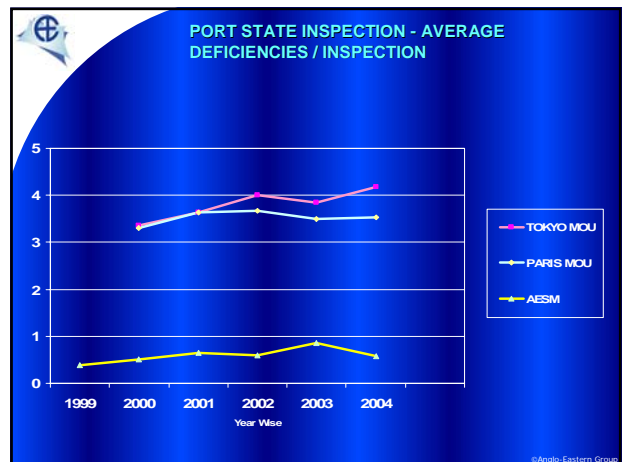
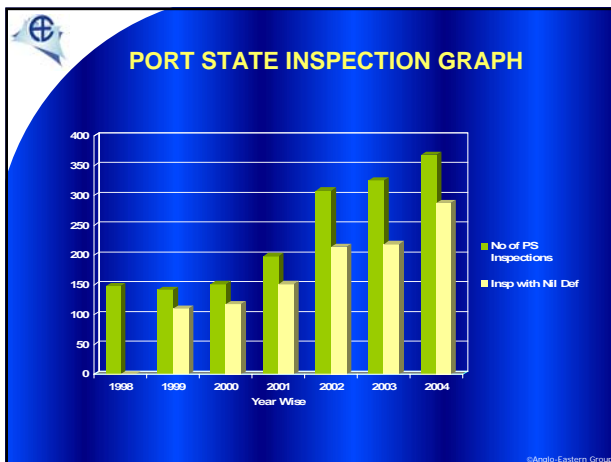
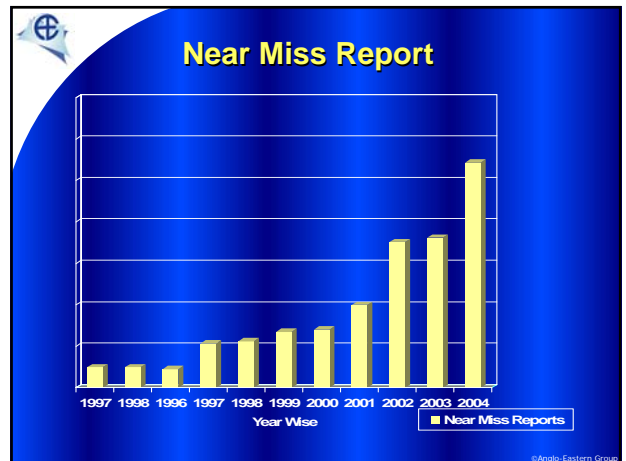
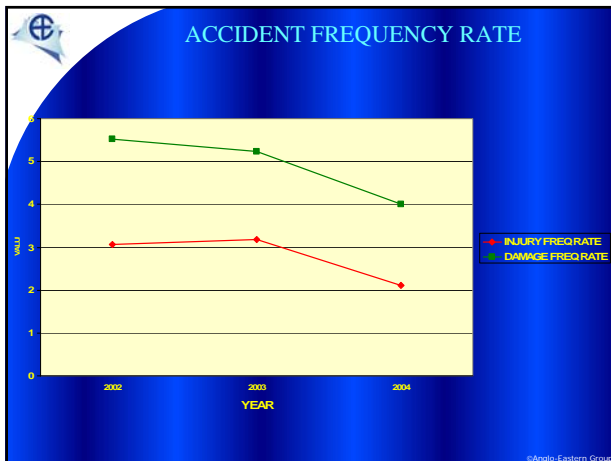
STATISTICS ON CREW RETENTION

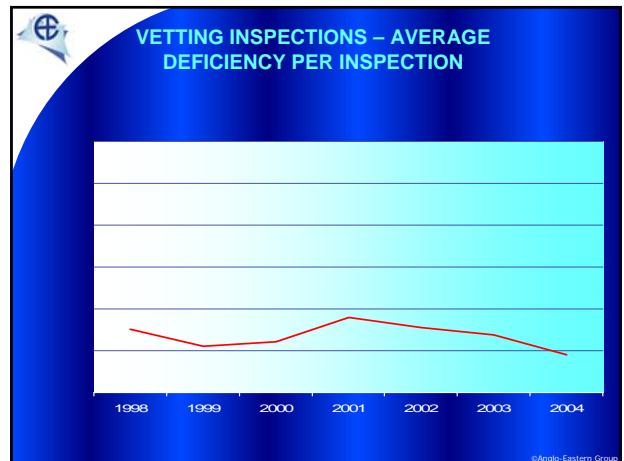
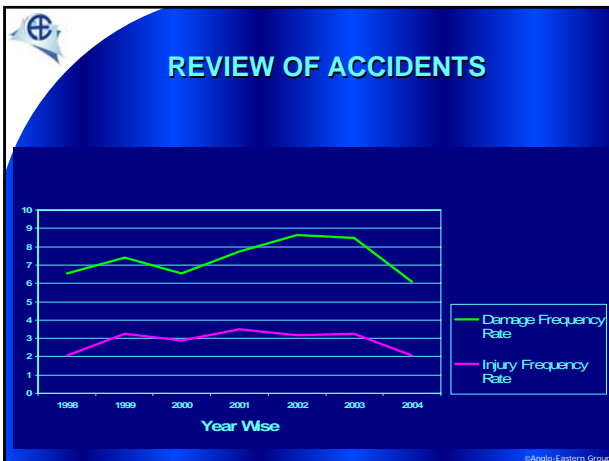


PER YEAR GROWTH



KEY PERFORMANCE INDICATORS





SOME PROBLEM AREAS

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CREW IS GETTING A RAW DEAL FOR THEIR PHONE CALLS TO THEIR LOVED ONES! CLEVER MARKETING AND HIDDEN CHARGES!

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24 HOUR CONNECTIVITY --IS IT BEING OFFERED AT A 'FAIR' PRICE?

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**ARE SOFTWARES REALLY
'TESTED' TO QUALITY
STANDARDS??**

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**QUALITY OF
APPLICATIONS**

**ENTERPRISE SOLUTIONS - ONLY 10
MAJOR COMPANIES?**

**MODULES ADDED ON TO A ONE
COMPANY SYSTEM**

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RELIABILTY

**MOST SOFTWARE APPLICATIONS ARE
NOT STURDY**

**SOFTWARE DEPENDENT EQUIPMENT
LIKE RADARS,MF/HF DSC, ECDIS,
ENGINE CONTROL SYSTEMS, LOADING
PROGRAMS ARE MAKING THE
SUPERINTENDENTS GET ULCERS AND
HYPERTENSION**

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**MAINTENANCE OF I.T.
APPLICATIONS AND
EQUIPMENT**

**TECHNICAL SUPPORT FROM
MOST MANUFACTURERS OF
EQUIPMENT AND APLICATIONS
IS POOR**

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LACK OF REGULATIONS

**SUPPLIERS ARE NOT OBLIGED TO
MAKE THE SPARES AVAILABLE FOR
SUFFICIENTLY LONG**

**A USD 40,000 EQUIPMENT MUST LAST
LONGER THAN 8 YEARS!!**

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Thank You

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