



# *SHIPDEX: CHANGING THE WAY TECHNICAL DATA IS HANDLED*

***Giampiero Soncini  
CEO SpecTec Group***



# SHIPDEX

What is it, and  
why you'll be  
happy it exists





# What is ShipDex

## Shipdex is

- an XML based protocol
- allowing the automatic download of Technical Publications
- into any PMS Software which can be used on board ships,
- and which is compatible with the protocol



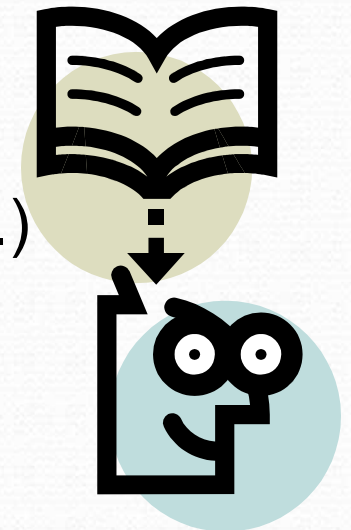
# Who is behind ShipDex

- The following companies have participated to the creation of ShipDex:
  - **Grimaldi Napoli and Intership Navigation**, who prompted the development of the protocol
  - **SpecTec**, who has the know-how and came out with the idea
  - **Alfa Laval, MacGregor, Yanmar, MAN** who effectively participated in the development



# Which problems prompted the creation of ShipDex

- When installing a PMS on board ships, the most expensive and important part is creating the database for the vessel, i.e. inserting all technical information regarding the equipment
- This information is relevant to:
  - All equipment on board
  - Maintenance jobs (description, duration etc.)
  - Spare parts





# What does it mean?

## Today

- When building a ship, you get equipment
- Each equipment is built by a different manufacturer
- Each manufacturer has his own Technical Handbook
- You then buy a PMS software, and task a company to insert data into it. Or you do it yourself

## Which means

- You either spend the RIGHT amount of money, or you insert less data, or you buy a skeleton Database (which is 100% of the times useless)
- Data is not consistent, as all handbooks are written in a different way, or data is inserted by different people
- Your PMS system ends up by NOT being what you wanted



# Creating a ship's DB

- Creating a ship's DB is a very difficult and always overlooked task
- And Shipowners **hate** to pay for it
- Which means that many shipowners who do not want to pay the right price for a good DB, end up with poor data, which in turn makes the PMS on board of little use!!



# The issue of Data

- This results in bad publicity on the use of IT on board ships, because most of the companies who had accepted a poor quality DB (so called “Skeleton DB”) do not **then** say *“I have made a mistake”*.
- Most would say:
  - the system does not work
  - IT on board does not work
  - IT on board is too complicated



# If data is wrong....

- If data is wrong, even the best SW in the world will not give the expected results!
- Still, such an elementary evidence is constantly ignored by many shipping companies, who even when ships have reached values above 100mU\$, often refuse to invest 50kU\$ to *get a good DB*



# So, what could we do?

- We faced:
  - a market that is reluctant to pay for good data
  - a market that needs good data
  - a market that “*accepts*” bad data
  - a request from our best customers to provide data management control

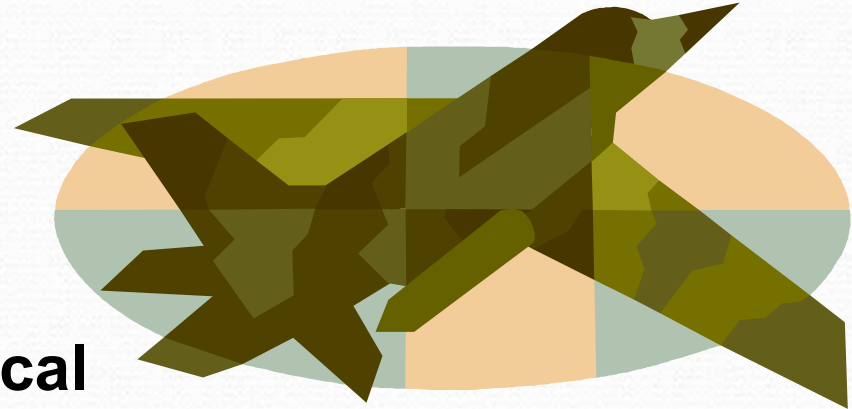


# SpecTec Solution

- Around the same time in 2006:
  - We met **Grimaldi** of Naples (Italy) and **Intership Navigation** of Limassol (Cyprus): they presented to us their NB plan, totalling 110 ships, and asked us to find a way to avoid them paying a lot of money just to insert data
  - We hired **Marco Vatteroni**, ILS manager of Fincantieri. He brought with him a deep knowledge of **S1000D**



# S1000D



- A standard used by the Aeronautic Industries to build **Interactive Electronic Technical Publications**
- The concept is simple: all documentation relevant to Technical Systems must be written in the same, standardized way
- This makes it easy for manufacturers to update it, for users to read it, and for IT systems to download it
- But S1000D is 2600 pages long. We needed a shorter version. Marco was tasked to reduce it and make it possible to be used in the Merchant Marine. He did it.



## But....

- Reducing S1000D was not enough. **SpecTec did not have the power to force the industry** to adopt a standard, even if this standard was going to benefit all members of the industry
- Here is where the link with Grimaldi and ISN (and with the shipowners in general) became vital: **they had the power**
- AND: they have the willingness and the competence to try new territories





# The “incredible” decisions

- It was decided that:
  - ShipDex was going to be made available to all: suppliers, shipowners, IT companies
- Basically, the know how and the efforts of few was going to be made available to all, at basically zero cost
- The honor of this decision goes to Grimaldi and ISN **first**, SpecTec, Yanmar, MCGREGOR, ALFALAVAL, MAN **after**



# Why?

- Because we will all benefit from a better market
- Because a wrong DB damages everyone: the supplier, the buyer, the ship, but also the competitor who had offered a better DB but was not selected because of the price
- Because we need to push the shipping world ahead, in line with times



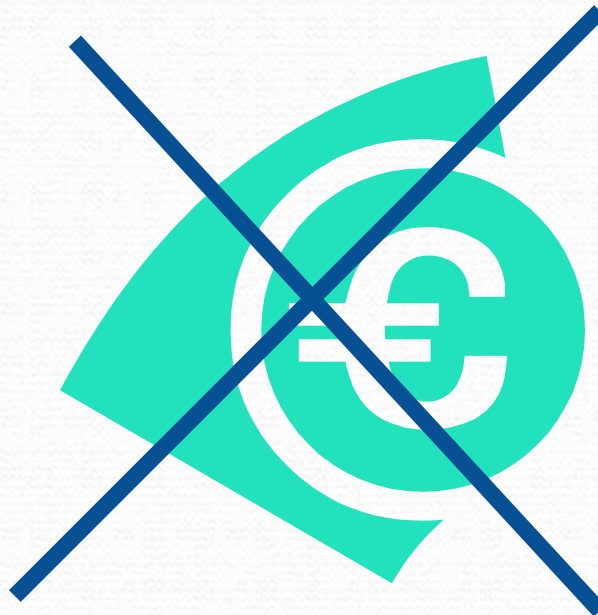
# How does it work?

- When ordering a vessel to a shipyard, the Shipowner must insert the clause: ***deliver all Technical Manuals in accordance to ShipDex protocol***
- This protocol can be downloaded from [www.shipdex.com](http://www.shipdex.com)
- Cost: 2500 Euro to subscribe to the protocol, 500 Euro fee every year



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- ShipDex is NO PROFIT: The cost is ONLY to cover the site maintenance cost and the development of new features. In other words, Shipdex is available to all at **no real cost**.





## How does it work? - 2

- Shipyards can create the Documentation themselves, or ask any documentation supplier. **There is NO proprietary feature in the system that forces anyone to come to SpecTec.**
- All our competitors can do the same (if they are good enough 😊)
- Once the documentation is created in accordance to the protocol, it can be downloaded into any PMS software automatically



# Benefits

- It is cheaper for the shipowners and the equipment manufacturers
- It allows complete data transfer into a PMS software
- Manufacturers have better control of their documentation
- In the future, items such as Service Bulletins will also be downloadable



# This is why we created ShipDex

- ShipDex represents the perfect solution to Data problems
- SpecTec strongly believes that this is the right way ahead, as we want to sell something which is useful for our customers and our industry
- Good data will allow our industry to become better: **better in management, in control and in safety**



**Thanks for your attention,  
and please support Shipdex!**