

A study on Shipboard Management



Captain Mohammad Abdullah Abu Sayed¹

Advanced Master(Research Fundamental) in Maritime and Air transport Management,
University of Antwerpen,Belgium (CMAT).

Maasayed74@gmail.com

&

Alifa sayed²

Don Bosco School and College, Uttara, Dhaka- 1230.

Alifa.sayed3740@gmail.com

Abstract:

Costs for personnel, fuel, upkeep, and ship surveys have significantly increased during the last ten years. New tonnage has become significantly more expensive to provide at the same time. But because the gap between expenditure and revenue has not been narrowed, tariffs and fixture rates have not kept up. As a result, in order to operate successfully, ship owners must minimize costs. The importance of numerous strategies for accomplishing this goal has been emphasized throughout the book. These include enhancing vessel design and use, taking advantage of economies of scale, raising crew productivity, cutting fuel consumption, and lowering maintenance costs. The possibility of shipboard management is another option available to them. The Shipboard management represents a novel way to operate a ship. The goal is to simply give the officers on board complete control over the ship's economic operations, with the shore-based organization solely providing backup services. The master serves as managing director and the ship essentially transforms into a "floating" subsidiary company. He is allowed to work with his group under predetermined financial constraints, and they are in charge of bringing in a predetermined amount of money. Any type of merchant vessel can use the method, and it will undoubtedly be used more frequently around the world, but especially in nations with high crew wages and/or staffing levels. A system of shipboard management cannot function effectively unless the following conditions are met. A temporary crew is not acceptable; the vessel must have a permanent crew. By using multiple peer-reviewing steps based on shipboard management and other expertise, this article's textual contribution will be improved.

Keywords: Shipboard Management, International Safety Management System, Challenges and Issues, optimization.

1. Introduction:

As the name implies, the main objective of vessel management is controlling a ship. The ships are owned by independent or other shipping company that is used by independent companies. The owner and the ship management company have agreed upon an annual payment for the care and maintenance of the owner's ships. The ship's owner also agreed service leasing the boat to the company of shipping for a set length of time. The owner of vessel has two options if he is unhappy with quality of a certain ship management company: he can either continue doing business with that company or choose another. It should be emphasized that the owner has the option of leasing the ship in its whole or hiring outside help for certain of the ship management companies' services.

It is challenging to control ships. As part of ship management, there are a series of tasks that need to be done before, at the time and completion the ship is in handling. The first and most crucial responsibility for a ship management company is the approval of vessel. It is necessary to secure many approvals from numerous classification societies. However, the company has the choice to run a range of ship models or concentrate entirely on one. For instance, MSC (Mediterranean Shipping Corporation) only manages container ships, in contrast to companies like V Ships and Anglo-Eastern Objectives: The following services are those that a ship management company is legally allowed to provide with the following objectives(Vinodkumar and Bhasi 2011).The oversight of the ship's machinery maintenance should be handled by the ship management business. Various surveys and ship repairs should be part of the procedure as well. • The firm in charge of managing the ship should supply enough personnel to staff it. • The cargo's loading and unloading should be handled by the company.

- The ship owner may hire the ship through the ship management firm. • The business should bargain for the bunker and lubricating oil contracts. • On the owner's behalf, the ship management business covers the costs. • The ship management business should arrange reasonacceptance of the vessel into the P&I organization. • The business also handles a variety of claims involving salvage, insurance, etc. • The organization in charge of ship management should organize the ship-related insurance. • The ship management company's services also include making arrangements to provide victualing and supplies for the ship's crew.

2. Methodology:

The study will be peer review as to play a crucial part in scholarly publishing will be this study's methodology. Peer review serves to authenticate scholarly work, enhances the standard of scholarly work that has been published and increases networking opportunities within academic communities..Review is still the sole approach for research validation that is generally recognized, despite critiques. Peer review evaluates an article's validity, quality, and frequently originality before it is accepted for publication. Its main objective is to maintain the integrity of science by removing papers that are incorrect or inadequate(Karahalios 2014). A scholarly publication may also be referred to as a peer-

reviewed publication. The peer-review procedure involves having other subject matter experts (peers) examine an author's academic work, research, or ideas in order to assure academic scientific excellence. • Be sure to read the full manuscript. To make sure you are qualified to evaluate the research, it is crucial to carefully read the manuscript. • Read the draught again and make notes. • Compose an insightful and helpful review. • Submit a suggestion

3. Literature Review:

Managing ships is the focus of ship management, as the name suggests. The ships with management may be managed by a semi firm of the owner of vessel. A vessel owner, which frequently owns a fleet of multiple vessels, entrusts one or more ship management companies with managing their fleet. Third parties are typically given this responsibility because running a ship entails so many problems. For instance, one may imagine that ships are vast factories that travel for days at a time across oceans in a range of weather conditions. These ships contain a wide variety of machinery. And they need to be properly maintained with the necessary replacement parts on board. If a ship doesn't receive the necessary maintenance, the machinery can break down in the middle of a maritime cruise. It could be expensive to repair a failure (Conti et al. 2021). The second scenario is where a ship is always moving or engaged in some form of activity, necessitating the presence of a capable crew. The crew must have the proper paperwork, be transported to and from the vessel, have qualifications that match those needed by the vessel, and have skill sets that complement those of the present crew members. Consequently, it is a laborious task to take into account a number of parameters. To ensure that such factors are taken into account and that the boats receive suitable care, ship owners outsource the management. A workforce is brought on board by the owner from several management firms. The management business assumes control of the ship after the shipyard (where the ship was built) releases it, and it then provides the owner with technical management. The majority of management businesses additionally provide additional services such as pre-purchase inspection, construction site supervision, crew management, supply management, and ship lay-up options. The main hubs for third-party ship management operations include Singapore, Hong Kong, Malta, Limassol (Cyprus), and other key places. To help manage these boats, many operators use marine software like a safety practices, a procurement process, or a scheduled maintenance processes and assure output (Anon n.d.) (Mcnay, Puisa, and Vassalos 2019). Ship management businesses, which take commission from ship-owners, charterers, and operators, are referred to as ship managers. This includes, among other things, the administration of the crew as well as the more detailed technical administration of ships, vessel registration, operations, service, and technical maintenance. It could also be used to describe a ship's financial and operational management, including its chartering. [2] As long as a company meets the aforementioned requirements, it is eligible to serve as a ship manager, and the obligations it has to ship owners are predetermined and built on trust. The management of vessel operation was developed according to management concept which "skill management is the basic, security control is the core, and success control is the purpose." adjusting the class group demand as well as other Ship Machinery PMS and Ship supervision System criteria, a Ship to support local initiatives that ensure the maintenance of planning and Inspection Guide designed..

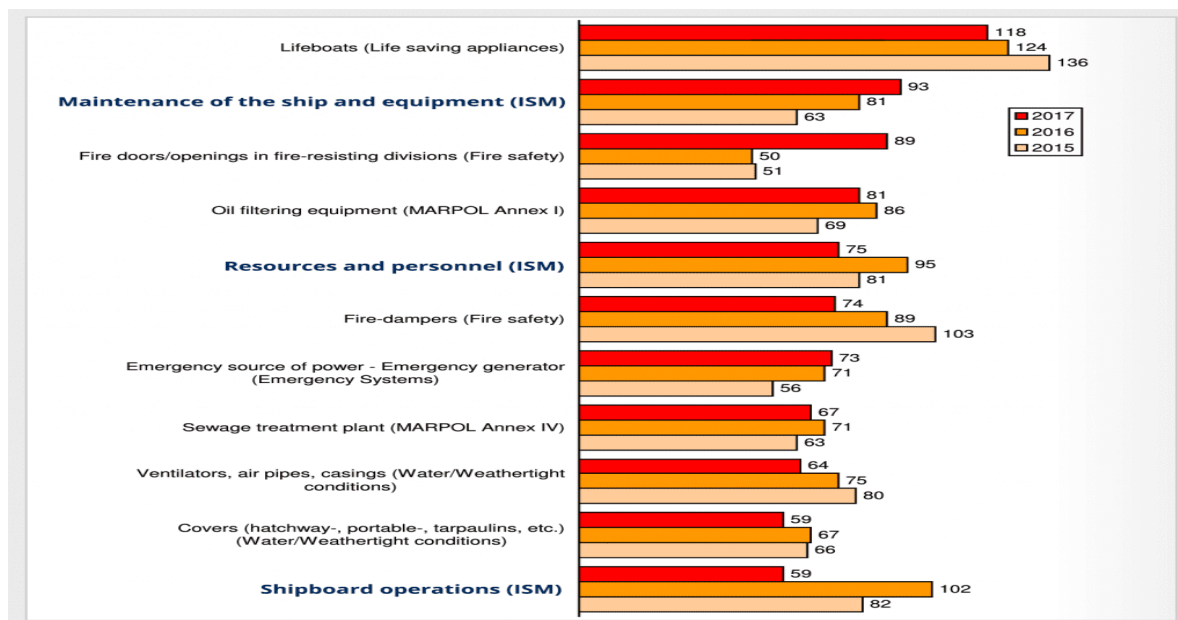


Figure-1:Lead as cause of PSC detentions of ISM code related deficiencies.

(source: Maritime Mutual)

The criteria's of ships at sea, such as Vessel presence , course, climate changing affets,velocity, Total sea criteria, loaded summary, speed, load, and variousequipment, fuelreserve, and excess water distribution for stability, are the key concerns of ship owners, operators, managers, and charterers. The difficulty of exactly acquiring the parameters at any time is a concern for the upper class, but as electronic information, satellite communications by satellite and technology of communication progress, this issue is more and more likely to be handled(Mcnay et al. 2019).

Inspection of ships:

- **Purpose:** Encourage vessels businesses to keep their technology up to date, to ensure operational safety, and to minimize environmental damage by promising the authority to supervise and manage the state government's ports. By offering affordable insurance rates, it also makes the market more competitive and offers crucial proof for notarial, legal, and maritime transactions.
- Organizations to examine, as well as types.

Organizations in civic society like categorization pay the majority of ship inspection organizations in the globe. IACS was established in 1968, and its primary goals include interacting Using technology, each classification may be examined and explored while also advancing global safety of life at ocean and protecting the environment at marine. At present time, there are 13 members, and they are (CRS), (DNV), (GL), (KR), (LR), (NK), (RINA), (RS), Pol (IRS), (ABS), (BV), (CCS).

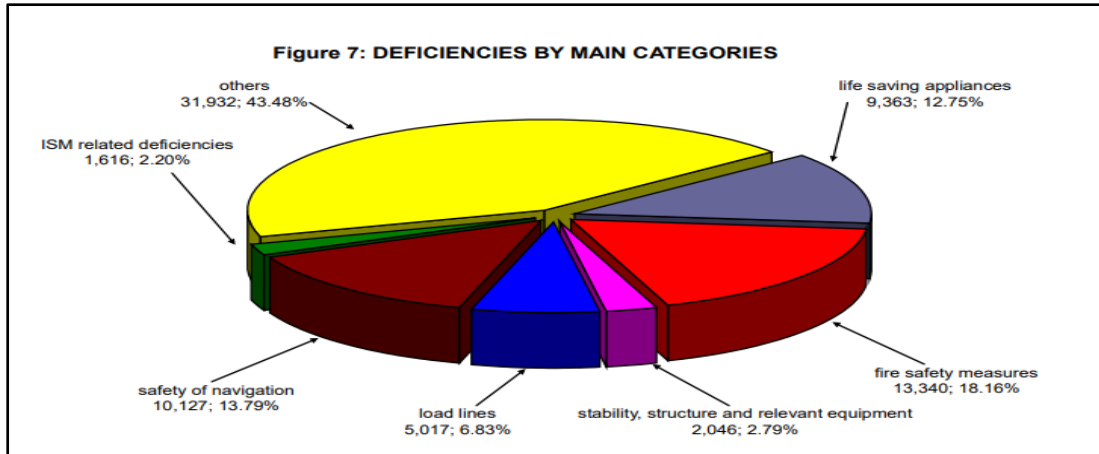


Figure:2Tokyo MoU Ship tetentions drop in 2018
 (Source:safety 4sea.com)

Repairs and upkeep: The ship is maintained and repaired by the ship management firm. In order to keep the ship maintained and in top condition, they oversee these responsibilities. Crew: To operate the ship, the ship management firm provides an adequate crew. Examples of some of the best management firms. The biggest crew management company in the world is called V. Group. The top ship Management Company is Anglo-Eastern. 25,000 members of the crew. • Management by Bernhard Schulte. The crew numbers 20,000.OSM Group - Crew Manager for Major Offshore

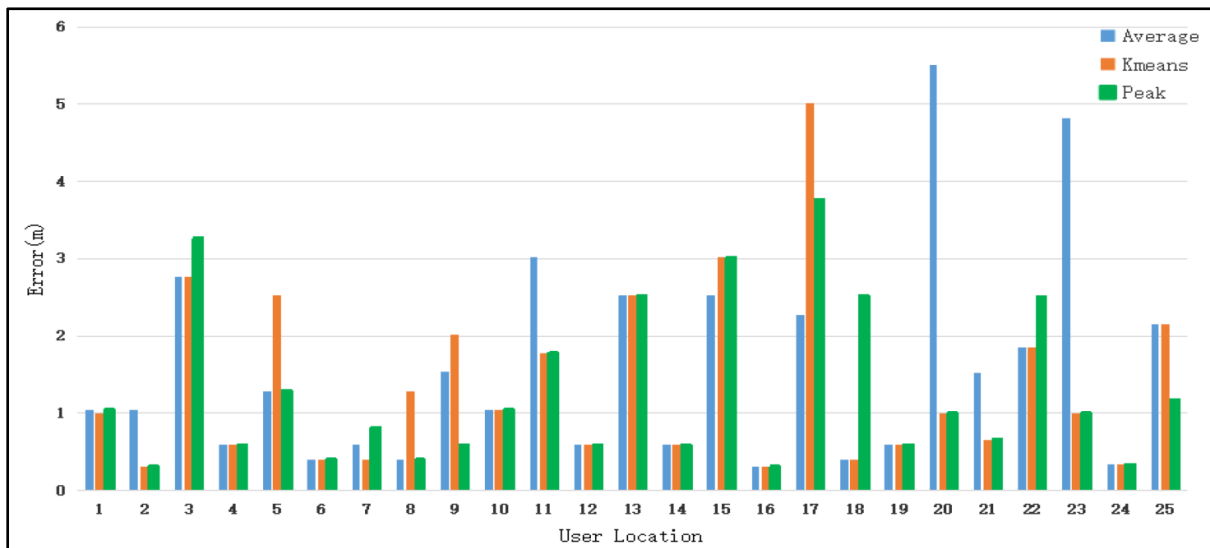


Figure:3Sustainable ship management post Covid situation
 (Source: mdpi.com)

As shipboard management is a crucial component of ship management, which is the ultimate goal of shipping, managers are in charge of a number of duties, including staff management and staff leadership as well as packaging, receiving parcels, ordering supplies, and validating material for delivery. They constantly want to make sure that shipment and distribution takes place in a timely, accurate, and secure manner. Since you want your goods delivered in the fastest and safest manner possible, you should constantly take ship management into account. It is crucial to protect both your team and the cargo you are hauling(Yan and Wang 2019). A

smooth voyage is ensured by good management services, who are aware of this. Managing the crew, establishing dry-docking specifications, supervising dry-docking, operational maintenance, and the creation of insurance claims are all issues that shipboard management is concerned with. When managing logistics, it's crucial to have the right skills. How does technical ship management work? Technical management in logistics refers to the tasks required by a shipping business to maintain a vessel's technical operation. This entails management relating to staff management with associated duties, logistics relating to operations as well as operations, service, and maintenance. The three main factors that the onboard staff should concentrate on 3 main marine safety such as life,cargo,and environment . -. ISM, STCW, SOLAS, and MARPOL are focusing on every shipboard activity. Commercial management includes all forms of vessel employment performed on the owner's behalf, including spot and long-term positions that are based on time charter (bareboat) or voyage charter. The ship manager, who has been given this enormous responsibility, is responsible for keeping an eye on and managing ships in an economical manner while ensuring that the ships in his or her charge are prepared for employment whenever and wherever it may be found. In its simplest form, the concept of vessel guidance is the outsourcing of the management of a ship or fleet of ships to a licensed vessel guidance who provides, in return for a fee, crew supervision, full (technical) administration, commercial management, and/or other services.

Recommendation:

The use of a PMS of company allows proprietor and operators to plan, carry out, and document routine maintenance on their boats while still attention to builder and class regulations. In addition to ensuring compliance with all applicable rules, the goal is to assure safe and dependable vessel exercise, counting equipment. The complexity and type of boats the shipping company uses will determine the best approach to accomplish this. Every time, a comprehensive of machinery data, equipment, and fittings serves as the foundation for a systematic maintenance method based on risk assessment. Ships must follow a specified maintenance formation, obeying to the administration Code (ISM)(**Joseph and Dalaklis 2021**). In addition to assisting in achieving the safety and environmental preservation policy directed by in the Code require, a good planned maintenance system makes investments in the preservation of the wealth and the improvement of their administration. Ship Manager Technical is the technology for ship management for defect reporting, scheduled and unscheduled maintenance, and the administration of technical assets and data(**Garvey 2000**).. A scheduled maintenance system makes it easier to plan, record, and carry out maintenance work and surveys on board ships. Ship Manager is a service that is accessible to all ship, regardless of class. The system for PMS has received type approval from Classification society. A modular ship fleet management system. Ship Manager, which will satisfy all of your ship management needs, offers individual modules as well as a complete ship management system. Actually, Plans for arrangements, ship SMS, crew handling process, hull integrity management and data analytics for shipping all use Ship Manager Technical in some way. s (business intelligence). A total solving way provides the knowledge necessary to boost output, reduce operational costs, and preserve competitiveness in the maritime sector. A tool for controlling the stock of hazardous

materials (IHM). The Ship Manager IHM module complies with the standards of the SR/CONF/45 Hong Kong Convention and the EU Regulation SRR. IHM process support is incorporated into Ship Manager's To enhance IHM maintenance, use the Fleet Equipment Register (FER), Order Management, Stock Control, and Planned Maintenance System. a commitment to the implementation of the proposed maintenance system: Data must be gathered and migrated from a variety of sources while establishing a ship management system. It is critical to have enter into for practices and best way from earlier implementations in order to assure the importance of information, be successful, and increasing investment yield. The following are some benefits of adopting Ship Manager Technical PMS software:

- Improving management of vessel maintenance.
- Coordinated maintenance and equipment management throughout your whole fleet.
- Make available all data for effective fleet-wide management reporting using the business intelligence solution Ship Manager Analyzer.
- Improved communication between ship and shore thanks to an intuitive shared user interface.
- Complete and record every planned and unforeseen maintenance activity.
- Specify and plan system counter-, timing-, and technique-based activities.
- Organize jobs and components into categories based on criteria.
- Taking into account the replacement parts used for maintenance.
- Maintain equipment lifetime records.
- Effective inventory management for hazardous materials (IHM).
- Problem solving.
- Swap out equipment for maintenance and refurbishment without erasing important data.
- Provide technical office employees and onboard engineers with central job lists.
- Compatibility with other Ship Manager modules.
- A staff from DNV with deep knowledge in ship management.
- By integrating with Maintenance (MMC), DNV surveyors will be able to audit the complete fleet in a single day as compared to auditing each vessel individually.

Conclusion:

The implementation of a scheduled. It enables vessel owners and operators to schedule, carry out, and record routine maintenance in accordance with manufacturer and class regulations. Making sure is the goal. adherence to all pertinent laws and regulations as well as reliable equipment and safe vessel operations. Integrating will be able to audit the complete fleet in a single day as compared to auditing each vessel individually (**Anon n.d.**). The implementation of maintenance permits ship owners and operators to schedule, carry out, and record maintenance on their vessels in compliance with manufacturer and class requirements. The objective is to ensure adherence to all pertinent laws and regulations as well as reliable equipment and safe vessel operations. According to their rank. Identification of each person's level of duty on board is made simple by the organization of the ship. The ability to work on nautical department or in the engineering department is shared by both of these categories of crew men. The ship's navigation, watch keeping, upkeep of the hull, cargo, equipment, and quarters, as well as maintenance of the lifesaving and firefighting apparatus, are all the responsibility of the deck crew. In order for the new crew members to begin their work properly, it is necessary to make sure they fully grasp their obligations. In order to protect each new crew member's safety and the ship's wellbeing, it the ship's captain is responsible for to see to it that they receive the appropriate familiarization training. An

appointed safety advisor known as the "Safety Officer" is responsible for promoting safety on board the vessel by conducting inspections and spotting any threats to people's health, safety, and the environment. This is done with the Master's permission(Data n.d.). You feel good about yourself and your coworkers on board when you collaborate and achieve success together. If everything works out, the improved working relationship may eventually lead to trust and friendship. Personal gains result from teamwork for employees. The following are some reasons why it's crucial for Us to keep up a positive relationship with the crew of ships. Togetherness when unscheduled: In contrast to socializing in the officer or crew lounge after work hours, it is frequently observed that officers and crew personnel spend time alone in their rooms. In our free time, we may get to know one another and create strong bonds that last both at work and outside of it by watching 2 movies and playing video games.

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