ENTRY 7: CHECKLIST APP

Question	Answer
1. Are you submitting as a:	Individual
2. Email	pranavpfadnavis@yahoo.co.uk
3. Email address #2	pranavpfadnavis@gmail.com
4. Tell us about yourself/team	Hello, my name is Pranav Pralin Fadnavis. I am 28 years old and my home town is Pune in India. Presently I am a second officer sailing NYK Ship management on their LPG fleet. I heard about this competition through our company circulars
5. Date of birth	10/04/1990
6. Brief description of your idea	Most people get ideas all the time but are not able to execute them. During my time at sea from my training days till now I had plenty ideas, the one which were small scale I was able to suggest to my senior officers but others just remained an idea. Well coming back to the topic the 2 ideas for shipping safety which I have been thinking for a long time were as follows: 1) We are still having many navigation incidents even after having technology in our hand. Most cases we say that people are over relaying on equipment which is true but I also feel its because of increase in load of paper work. We keep adding checklist after an incident or latest amendments. Which should be good to spread awareness but it also happens that many persons tend to just fill up checklist blindly just to complete the paperwork it just human nature as there is too much load of work so trying to complete the task at hand as fast as possible . At the same time maintaining entries in bell books such as passing buoys the duty officer is making entry for every buoy which is as short as every 2 mins for requirements of vetting purpose for which he is running behind in chart room as all ships don't have adequate lighting for night time and again comparing position on ECDIS/ charts regularly. The duty officer will not get time to see whats actually happening outside he has to much to do and can miss out a small event which could lead to an incident. The list keeps getting added and added. So my idea is that today as we are surrounded by technology and applications we could develop a standard program that can be installed on a tablet/Ipad which can be provide for

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	navigating officer. Here we can have endless combinations so as to reduce paperwork, number of logbooks and checklist. For example where a duty officers starts his/her watch at 0000 can takes over using the tablet from previous duty officer or each duty officer could have separate tablets. Then once he logs in (which can be considered as start of work hours in work rest hours) he will automatically be suggested with watch take over checklist. There can be a warning after few minutes if not completed. Then during the watch all entries such as hourly readings, if in standby condition timings like pilot on board, anchoring, passing buoy/bridge etc all the relevant entries can be entered in tablet(normal entries can be automatically suggested to even reduce typing)Compass error, radar performance etc can also be a part of the program. This can be considered as continuous log book as well. So end of watch duty officer doesn't remain behind curtains filling up logbooks and wont loose attention from navigation and can hand over in same way to the next duty officer. Also other features such as regular maintenance can also be a part of this program. And every day it can be synched with the ships server where back up is saved. Master can check entries and task completion from his tablet/computer. Even if the ship has network it can be uploaded in cloud service where even company can check if everything is being operated correctly. This will even reduce use of paper(5-6 paper rims normally get used every month)and can be made very user friendly way and can have many combinations. All this can be made as standard requirement and individual company can add more in the program as they desire. Like taking fire rounds end of the watch there can be barcodes posted in the locations where rounds are taken once the person goes there and scans the code it is automatically registered that what time someone has checked in at that location. As i was trying to say the more we think the more points can be added in this software and I really feel in todays world if something like this is in our industry it can make a huge change. 2) The other thing that I felt like suggesting was introducing standard drones for enclosed spaces. We are having today ultra HD cameras and drones available. We can introduce a specific drone which can be powered and controlled by a line than a remote to go in enclosed space environments instead of sending people. Many injuries slips, cramping and even death have been the consequences of enclosed space and I feel a drone could really fit in these places and with live feeds and good quality imaging not just one person but more than one and more experienced people can check conditions and provide suggestions for the inspection carried out via using the drone. I understand that both my suggestions are little out of the box and could be difficult to imply but what I feel is with the right people and proper guidance ideas like this could change the industry and make it safer. Thank you very much for looking into my idea would really appreciate if I get to know your view

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	points on same. Awaiting your kind response.
7. Tell us how your idea is original?	Its hard to say if this idea can be original. We would definitely link these to very next level thinking from scfi movies.
8. How relevant is your idea to the shipping industry?	I feel if these ideas are executed well it could change we work in our industry.
9. How relevant is your idea to safety?	I would say probably it will be very relevant for safety. We would be saving many lives and accidents.
10. How might your idea be implemented?	For implementing we will require a team of IT person to develope a program
11. What is the overall aim of your idea – will it save lives? Prevent losses?	It will definitely prevent losses and will save lives in a way.
12. Declaration	I hereby declare that this submission is my own work and that it contains no material previously published by another person, or material which has to any substantial extent been taken from any existing project or programme.