



Navguide Solutions
Reimagining Maritime Competence

The Navguide News

Your monthly update to the most innovative concepts that organically uplift the performance standards in merchant vessels and lead to a safer maritime industry.



MAY 2024 | ISSUE 5

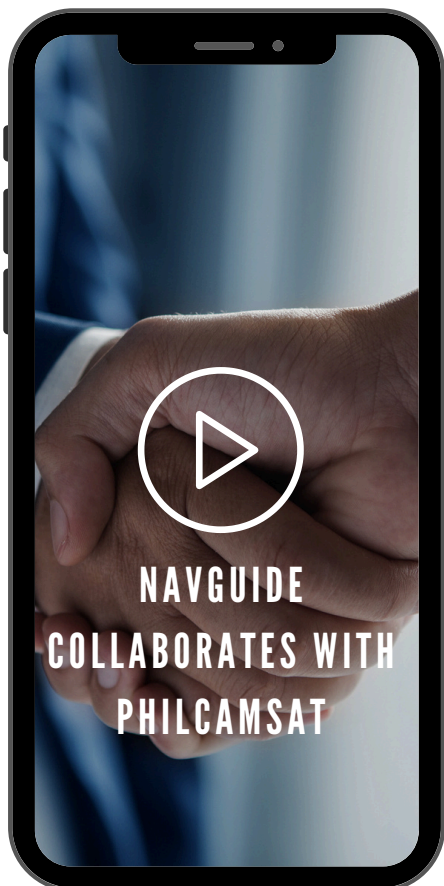
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THE IMPACT OF MICROLEARNING



We at Navguide have been using Microlearning in Maritime over the last four years. We have seen and shown certain tangible results in how it could impact vessel conditions and preparations for SIRE 2.0 or Rightship, serving as one of the most powerful tools for competency development. But microlearning is much more than just short content...

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WHAT'S NEW WITH NAVGUIDE?

In a landmark collaboration, *Navguide Solutions signed a contract with Philcamsat (Philippine Center for Advanced Maritime Simulation and Training, Inc.)* of the PTC Group to act as part of its onboard arm to facilitate mentorship. During the National Maritime Day events in Mumbai, we also presented our solutions to DG Shipping, India. Captain Basu visited Singapore, Mumbai and Manila and attended the Intertanko event in Singapore on 18th April.

60-SECOND INSIGHTS

Video courses are often priced by duration, not effectiveness. According to psychologist Dr Gloria Mark, our attention span while watching videos will be about 47 seconds in 2023. Is an hour-long video course more effective than four crisp 5-minute chunks?

TELL US ON LINKEDIN

When it comes to commercial inspections like Rightship or SIRE 2.0, which of the following needs more attention?

1. Nothing in particular;
2. Office awareness;
3. Ship awareness;
4. Preparing ship staff for Interview;



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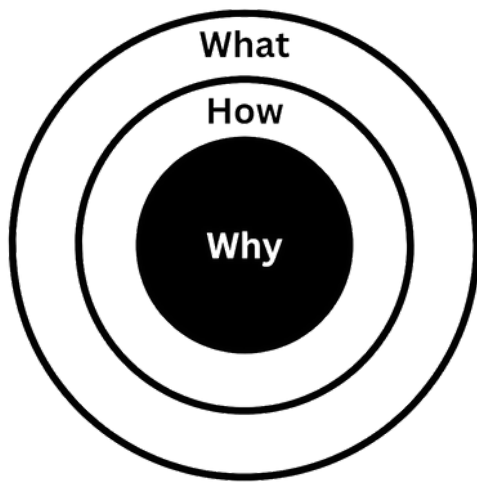
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The Navguide News

Your Monthly Email Newsletter

WHAT-HOW-WHY CONUNDRUM

by Capt. Debashis Basu

Are Checklists enough to prepare us for inspections? Quoting Simon Sinek:

Most professionals know what to do.

The good ones know exactly how.

But very few know why.

Checklists and written instructions stop at the first level. They are good at telling us just *what to do*.

- You would expect to find this in a checklist: **Ensure the Pilot Ladder is tied down with a rolling hitch to a strong point on the deck.**

This is one of the most important checks the ship staff must ensure, right?

Well, now we know **what to do**. It must be a rolling hitch tied to a strong point. However, it did not tell us **the how of the job**: *What does a rolling hitch look like? How do I tie it effectively? How do I identify a strong point?*

Moreover, it makes no attempt to educate me **on the Why**: *Why a rolling hitch? Why not a Clove hitch or a timber hitch? Why not the railing instead of the designated strong point?*

If you are a seasoned sailor, you would know the how. But can that be said for everyone on board? As seen in our [March Newsletter](#), knowledge gaps exist.

Inspections like SIRE 2.0 are meant to bring these gaps to the surface. A huge fallacy of our system is that we instruct on the **What** and test for the **How**.

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