



Navguide Solutions
Reimagining Maritime Competence

The Navguide News



Navguide Solutions wishes you a Merry Christmas and a Happy New Year!

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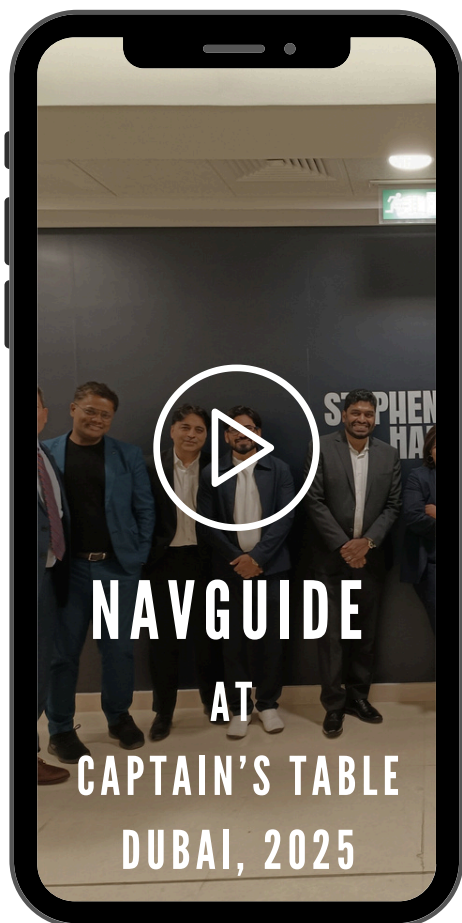
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DIGITAL SOLUTIONS FOR SHIP INSPECTION



Ship inspections were not about checklists and binders—it was about behaviour. As SIRE 2.0 and modern inspection regimes raise the bar, traditional preparation methods are starting to fail. This blog explores how digital solutions, when designed with empathy, can simplify ship inspection, reduce last-minute stress, and create inspection-ready vessels.

[READ MORE](#)



WHAT'S NEW WITH NAVGUIDE?

The year ended with a number of exciting events.

Invited by Intercargo, *our presentation at the Intercargo SemiAnnual event* in Athens cemented our app *Guide2Inspections*, with the Bulk carrier industry. Multiple discussions ensued from there. Next, we were one of the shortlisted finalists at the Captain's Table Pitch competition in Dubai, where we presented. Shortly thereafter, we *attended the Crew Connect* Manila, speaking on multiple topics. *John Adams*, our Chairman, travelled to attend with Capt. Basu. We were also in Hong Kong during the Shipping week, *presenting on SIRE 2.0 and Rightship* on behalf of the Nautical Institute.

60-SECOND INSIGHTS

For two months, 3rd Engineer Nancy blended into the engine room—present, but unnoticed. No one doubted her effort, but no one expected more. Then something changed.

She started reviewing one *Guide2Inspections™* video during every 9 PM round—the Steering flat, or the bottom platform, etc. Soon, she was the one flagging observations and lapses that others missed. Within days, she was taken seriously—and the engine room reflected it.

TELL US ON LINKEDIN

In the age of AI, what kinds of jobs are most likely to survive?

Software Developers, coders | Skill workers like Plumbers | Info workers(Lawyers,analysts) | HR, Service & support Staff |



The Navguide News

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REDUCING ON BOARD WORKLOAD

by Capt. Debashis Basu

Can we truly reduce workload without compromising efficiency?

I have been a sailor for 23 years—a Master for eight. Work systems are usually set up to execute a job in a specific manner, and it may seem that every job should take a finite amount of time & energy.

Yet two officers on identical vessels can sign off with entirely different levels of fatigue. Why? Because the workload depends on *how you work*. Smart seafarers optimise work. But optimisation can also mean *shortcuts*. Every accident teaches us the consequences of shortcuts.

We took this optimisation concept rather seriously while creating [Guide2Inspections](#). We had to reduce workload while improving efficiency, a skill we're known for—a perfect WIN-WIN, to trigger smooth adoption.

We divided tasks by zones, not topics. A C/Off could walk into the Forecastle just once and build up a system that will ease his burden over the next six months. We combined training and inspections and delegated them to juniors, maintaining efficiency. We went granular—checking not *“the extinguisher,”* but each component. Most importantly, we created a system to gain confidence and facilitate promotions. At sea, Smart work is a survival skill.

Is it working? You tell me. Some seafarers have paid out of their own pocket to subscribe to Guide2Inspections! Watch this.



Sir just to share. we've had sire 2.0 inspection today and almost all of the question that inspector ask me is what i've answered in the guide2inspection apps. it such a great help for me. No deficiency on my side in Navigation.
2nd Off Anatoly

.....that the RISQ app is excellent and very helpful, especially for us engineers. It provide clear pointers on what to check, and it even offers answers to common questions we may have.it's a very useful tool..

Chief Engineer Jaysc

..extremely beneficial for expanding your knowledge and organizing your designated space. You will find that visual aids, such as images and videos, are particularly useful in this process.

Capt. Anuj Kumar



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