



**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.



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## OPTIMIZE CHECKLISTS & SAVE COUNTLESS MANHOURS



We've been over-complicating vessel compliance for decades. The Navguide model incorporates six straightforward shifts in the structure of present-day checklists that optimise workflow and save hundreds of man-hours. No new technology. No new policy. Just a smarter, smoother and optimised way of arranging the checks. The result? A vessel that's always compliant, continuously improving in her SIRE 2.0 or Rightship performance with a crew that's never stressed.

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## WHAT'S NEW WITH NAVGUIDE?

Navguide Solutions is proud to join hands with the United Filipino Seafarers in a nationwide campaign in the Philippines to introduce **Guide2Inspections**, 'a pocket mentor for every seafarer' [[Check this](#)]. The MOU was signed in Manila in the presence and support of **Capt. Pol Winston Haboc**, VP of Philcamsat and Mr **Antonio Galvez Jr.**, CEO of Marlow Navigation, Philippines.

We actively participated in the Intertanko Forum, Singapore, and in **Naughtica**, the world's largest maritime fest, held in Mumbai this time. We are proud to begin working with companies such as Meadway Bulkers and Marfin Shipmanagement.

## 60-SECOND INSIGHTS

Johan is a diligent 3rd Officer on his second contract. His checklist says: "Ensure that the Lifeboat Floating Block is in good condition." On every weekly round, he checks the floating block; it looks good to him. A month later, a Port state inspector arrives, points his flashlight to a specific point in the suspension link and finds a hairline crack. **The Ship is detained!** Was Johan incompetent, lazy? Or did we not do enough in defining what "Good" means?

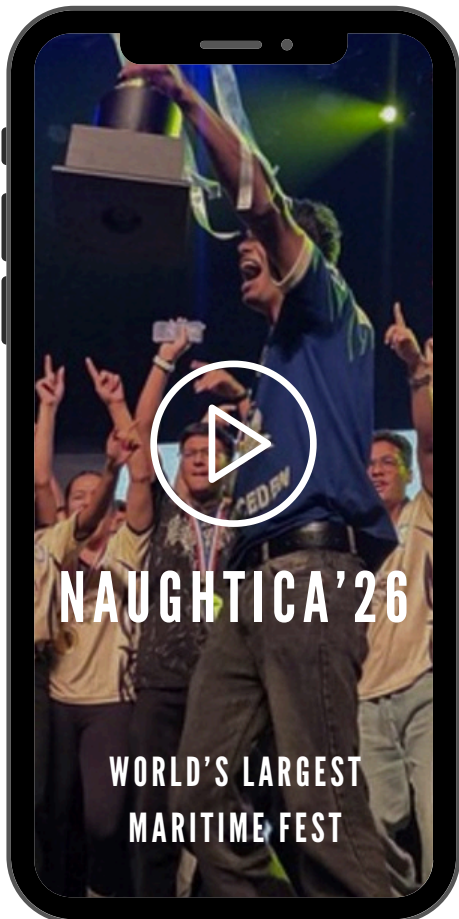
## TELL US ON LINKEDIN

**When you buy a new phone, how often do you read the manual?**

Never. I learn while using it | I read it fully every time | I only glance through it | Only when I face a problem |



Contact Us



NAUGHTICA '26

WORLD'S LARGEST  
MARITIME FEST

# The Navguide News

Your Monthly Email Newsletter

## THERE'S SOMETHING WRONG HERE...

by Capt. Debashis Basu

**Industry Expectation:** If a 2nd officer does not know how to maintain every part of the Bridge, he is not fit to be on the Bridge.



**STCW:** Let's qualify seafarers based on academic competence. They will learn the practical aspects when they sail.



**Manning Agent:** Ryan is qualified; let's put him on board as 2<sup>nd</sup> Officer. Demand Met!



**Vessel Manager:** We have given procedures and checklists to perform their jobs. They must know what to do!



**2/Off Ryan:** I'm average. There are areas I am great at. But I also have my doubts, and I don't always get good mentors on board.



**Master:** It's not my job to teach the 2<sup>nd</sup> officer; I am too busy managing the ship.



**Auditor:** Sorry, Ryan, I have identified a competency gap. Here's an observation.



**P&I Club Surveyor:** The vessel had a claim because the 2<sup>nd</sup> Officer Ryan made a mistake in his calculations.



**Food for thought:**  
Who is wrong here?



Is the system working? Or, are we ensuring competency gaps will exist?

Write to us.

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