



## An Owners Perspective

 **Shipdex**<sup>TM</sup>  
Setting the standard

Mohamed Zaitoun

Fleet Marine

Technology Superintendent

United Arab Shipping Company

# United Arab Shipping Company

- Owned by 6 Gulf Countries
- Currently owning 28 container vessels and charter-in additional 26 container vessels
- Nine New Builds 13,000 TEU coming 2010/2011
- Within top 20 container carriers World Wide
- Vessels Assets Managed by AMOS Business Suite – M&P Modules since 2001
- New builds will be equipped with AMOS + Data provided as per Shipdex Protocol

# Why we needed new approach to Data Management

- Different formats of Manuals, Book, Drawings, etc
- Paper Manuals – Nightmare
- User friendliness
- Weight, size, space onboard and onshore!!!
- Visibility and reusability
- Damages, lost manuals, obsolete manuals
- Delivery time!!!
- Cost of Manuals, Transport, Re-printing
- Class requirements





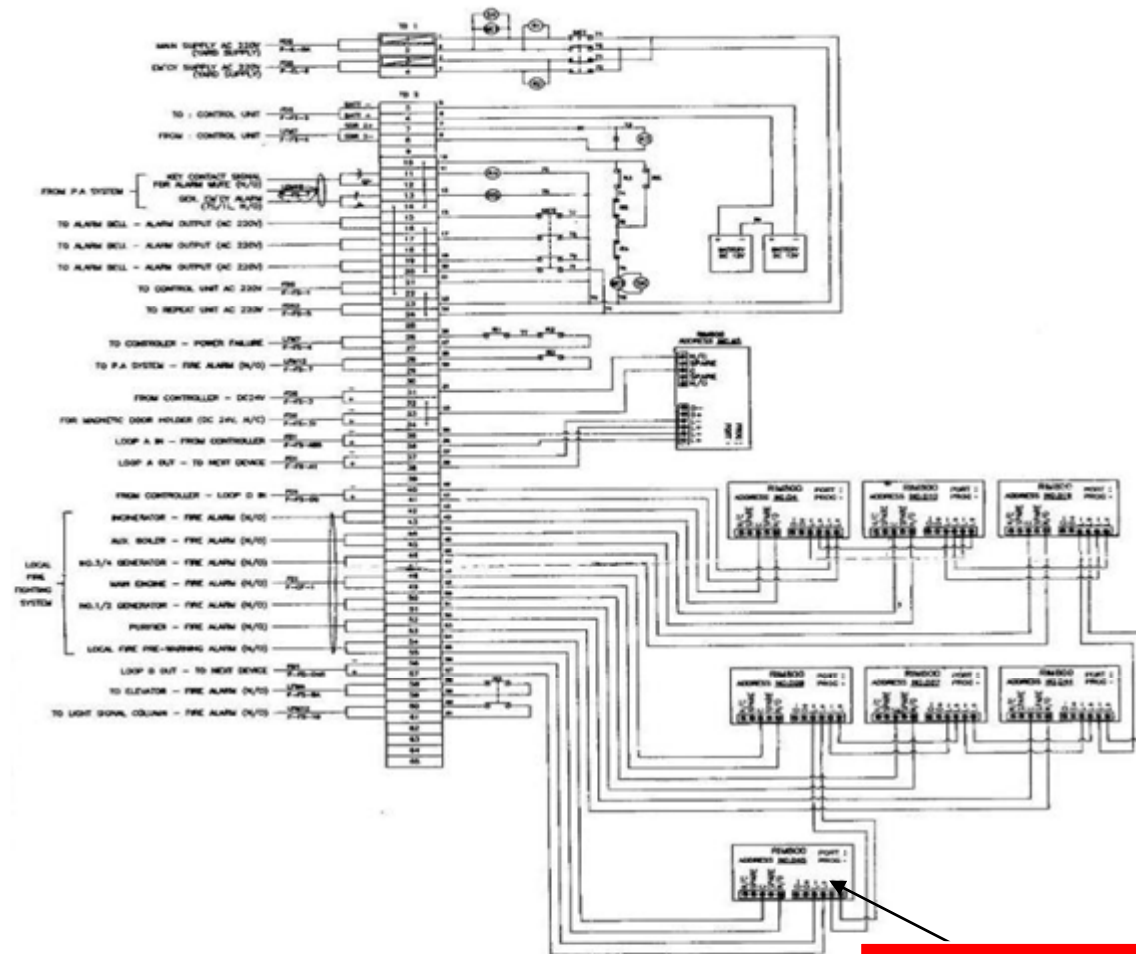


# Problems – not only with Manuals

Drawings – must be standardized

# EXAMPLE 1

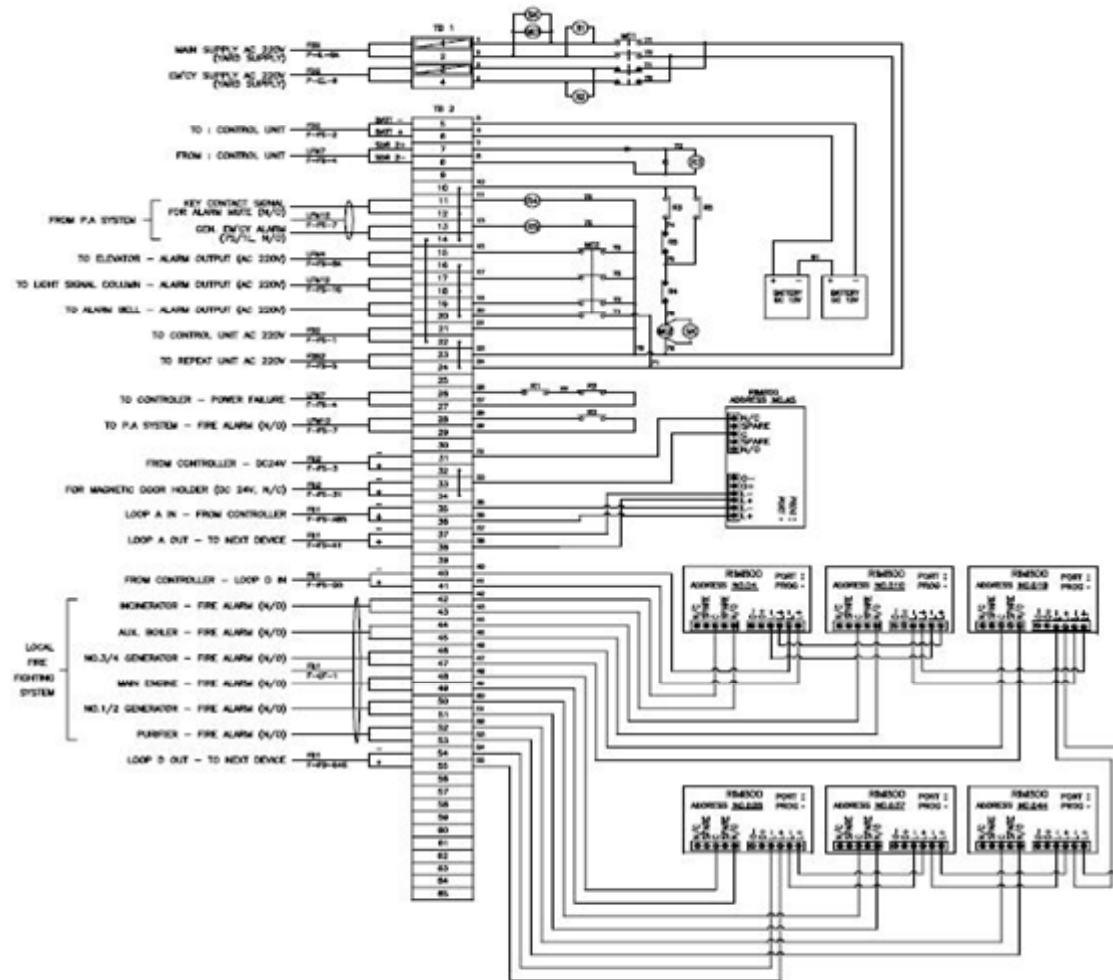
- This drawing is fire alarm relay unit “circuit wiring diagram of power supply & relay unit
- It is not from the final drawing .
- It is found inside the panel of fire alarm system



RIM 800 ADD.NO.D45

## EXAMPLE 1 (cont.)

- This drawing is the manual drawing for fire alarm system as you can see rim 800 address no. D45 is not mentioned in the drawing



## EXAMPLE 2

As shown the cable no.

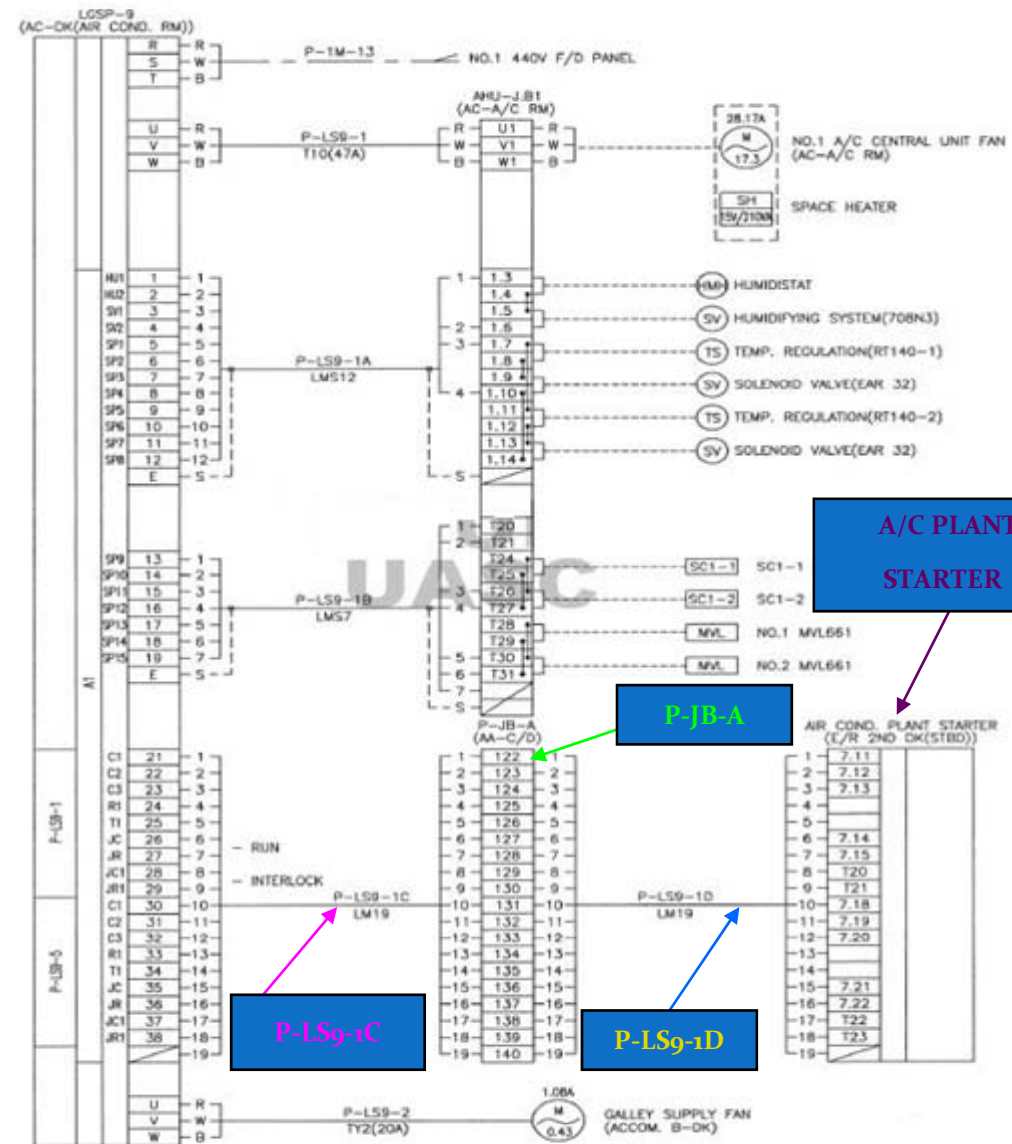
**P-Is9-1c**

suppose to be connected to junction box

**p-jb-a** at a-deck then through cable no.

**P-Is9-1d** to be connected to air cond.plant starter at e/r 2nd deck, but

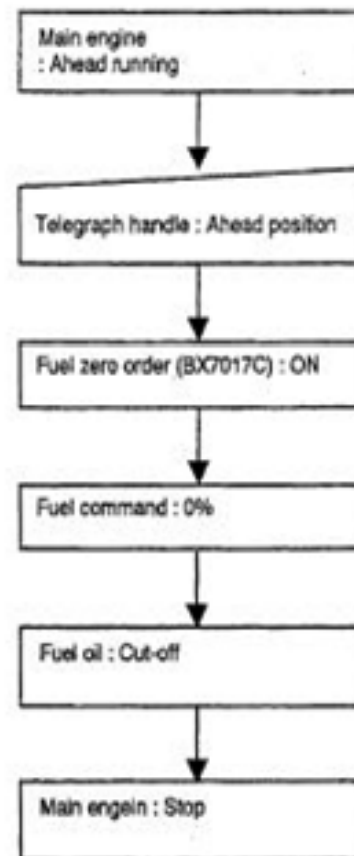
the actual connection is different as the cable **p-Is9-1c** is connected directly from air condition room (c-deck) to air cond. starter at e/r 2nd deck.



## EXAMPLE 3

- This flowchart is shown in the manual no.Im-1 final drawing
- Which include the steps of main engine stopping through main engineControl system
- But as shown in the manual input at flowchart is written ahead position instead of stop position
- Those mistakes can cause confusion while tracing any fault

### -3) STOPPING



Manual input should contain  
Telegraph handle: stop position  
Instead of ahead position

# Importance of Shipdex for UASC

- Information completeness
- Electronic and 'real time' data exchange
- Electronic comments management and transmission to manufacturers
- Data integration between technical manuals and CMMS
- Reduced maintenance task duration, faster possibility to retrieve information inside Shipdex
- Reduced risks to use not updated information





### Lower cost of Manuals:

- First acquisition (Manuals once provided can be easily reused or updated)
- Storage and handling (no paper storage, loss, damage, ..etc) – can be even reproduced onboard with acceptable cost
- Database creation and update (much cheaper for long tasks of data entry, therefore we can save money)

# What we would like to have

**Manuals & Drawings from different manufacturers standardized in:**

- Structure and composition
- Technical content
- Electronic format (Ship-owner will use just one browsing system)

And not to have any

- Paper format



**Shipdex will avoid such huge  
storage cupboard size and space  
as well as possible loss of  
Manuals**

## So... Shipdex? (1)

- We understand that Shipdex will bring to us a protocol for receiving **data** from Shipyard/Manufacturer in much more organized way
- One format for all
- In recognizable and reusable format
- There will be no loss of data
- Data quality improved
- Data maintenance and update easier and simple
- Customizable presentation fo data as per our procedures and formats
- Data will be there forever, if needed
- Easier transfer of data from one to another electronic system e.g. CMMS

## Shipdex (2)

- We will become the owner of the data and we are not bound to receive 'only' Manuals in Manufacturer format, many times not easy understandable for us
- Manuals even provided in simple electronic format (e.g. PDF) are still considered only Manuals
- By owning data we can re-arrange it , use it , re-use it , re-print it , correct it, change it
- Data is the key and we will have a library of all Machinery and Equipements within our organization in organized , recognizable and easy re-usable format

## Closure

As Shipdex is addressed and meant to be a joint venture between:

- Manufacturers
- Shipyards
- Ship owners
- Service providers and
- Classification societies

Shipdex is stepping – leading into new era where the relationship between all key rollers will work to concur all challenges and bring efficiently this new Technology into Shipping industry!

Without a modern move within the industry such as Shipdex, we do not believe that we will be able to improve from the point where we are today.