UOT

UNITIZED OCEAN TRANSPORT LIMITED

OUR
VESSEL
MANAGEMENT

We are a Ship Management Company, wholly-owned by Performance Shipping Inc., providing in-house commercial and technical management services of the highest standard to the Company. We are focused on conducting our operations in a manner that is devoted to safety, human health, quality, and environmental protection.

PERFORMANCE
Shipping Inc.

Digitalization has been revelatory for our industry, but didn't free the crew members from the 24/7 onslaught of tasks, back-to-back meetings, and e-mails created by an increasingly demand for info from the office side.

UOT
UNITIZED OCEAN TRANSPORT LIMITED

The digital 'paperwork' onboard

Technology have made it easier for the shore management to routinely overload the guys onboard, contact them outside of business hours, and make last-minute requests for additional information.
To satisfy those demands, they, pull all-nighters, work weekends, and remain tied to their electronic devices 24/7.

UOT
UNITIZED OCEAN TRANSPORT LIMITED

No! This is not a new problem for our industry.
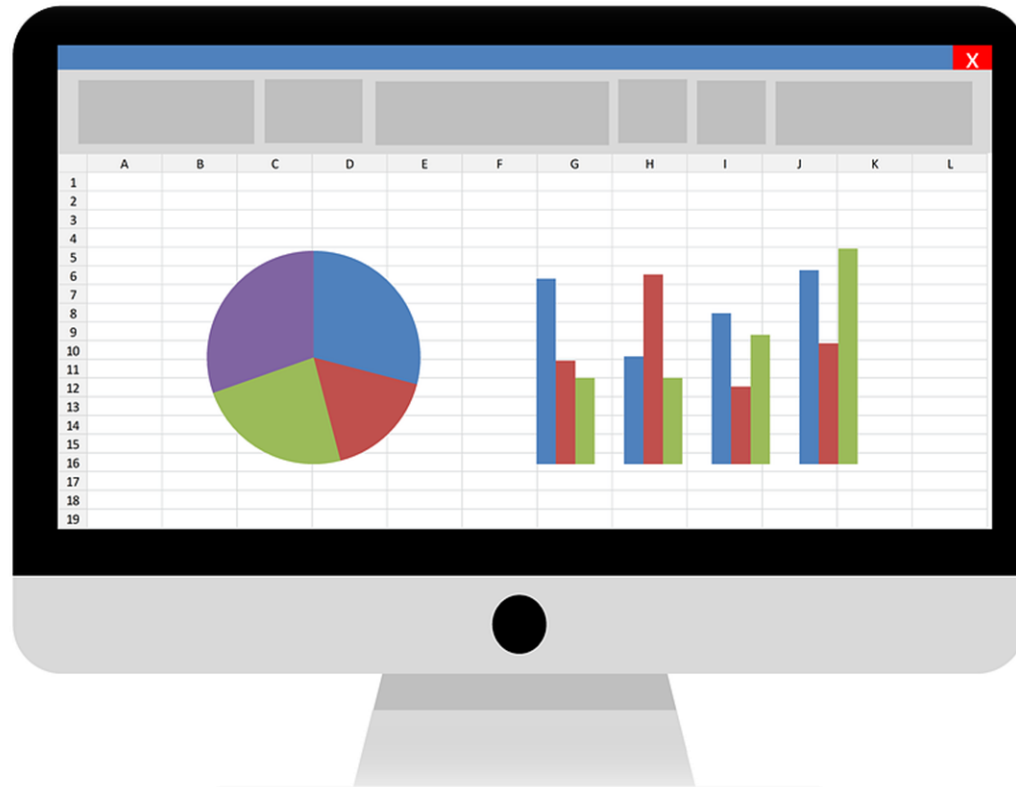
It was first tackled in the late 90s and became big in the early 00s when we were still maintaining data in spreadsheets, with data management practitioners created the term **"spreadmart hell"** as they tried to maintain data control (governance) over multiple spreadsheets.

UOT
UNITIZED OCEAN TRANSPORT LIMITED

Data Governance

Data governance is not easy to solve and is likely to grow. Poor data-quality controls at data entry are fundamentally where this problem originates. As all of us knows, entry issues are persistent and widespread. Adding to this, office personnel may have little or no control over providers of onboard data, so missing data will always be an issue.

Very few organizations have adequate governance,

although technology has progressed to match our needs and has our back,

We do, however, have to continue to push a cultural change around data literacy.

This is fundamentally a socio-technical problem, and as much as machine learning and artificial intelligence (AI) can help, the right people and processes need to be in place to truly make it happen.

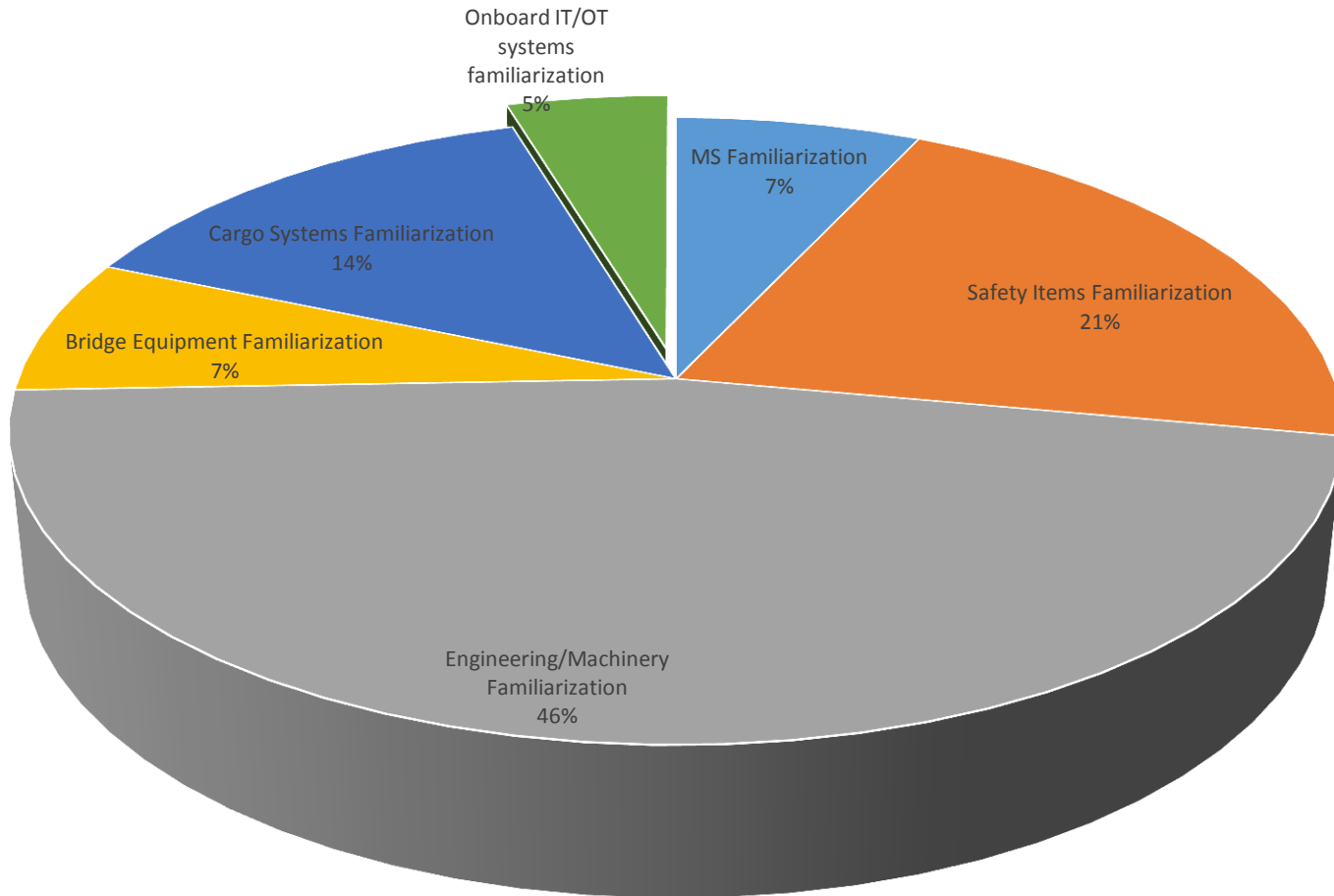During the past 4 years I personally attended the taking-over of 9 vessels.

Under Company's Management Of Change Process a minimum period of 4 days is required to ensure that a standardized method and process is used in a manner efficient enough that guarantees, tasks are properly reviewed and hazards introduced by the acquisition of a new vessel are identified, analyzed, and controlled.

Typical Taking Over Period

- Onboard IT/OT systems familiarization 5%
- MS Familiarization 7%
- Safety Items Familiarization 21%
- Cargo Systems Familiarization 14%
- Bridge Equipment Familiarization 7%
- Engineering/Machinery Familiarization 46%

Work effectiveness has four short term criteria; namely quality, productivity, efficiency and satisfaction.

Work effectiveness also has five dimensions; namely quantity, quality, reliability, presence, and ability to collaborate

The problem is that instead of work effectiveness being increased by digitalization, variables such as employee engagement and employee training have stalled the improvement.

Training plays an important role for the improvement of crew's work effectiveness.

The training can lead crew to be more active to work so that they feel safe, productive, make cost and time efficiencies as well as contributing to the company and overall improve work effectiveness.

Vessel Performance Monitoring

Vessel performance monitoring includes data collection, analysis, reporting and dissemination to relevant stakeholders.

Beyond fuel consumption figures, data collection also includes voyage information; machinery operating parameters such as fuel consumption, engine load, and specific fuel oil consumption; hull and propeller inspection reports; and maintenance and cleaning events.

The target is to get the data necessary to determine if your vessel is operated in the most efficient manner

UOT
UNITIZED OCEAN TRANSPORT LIMITED

My guys onboard are currently entering the same information two, three, four or more times.

I. Once in our Vessel Performance Monitoring System software,
II. Once in the voyage monitoring module of our ERP system ,
III. Once in a standalone system that serves the needs of our Ops department,
IV. And yet again in an excel sheet that is customized to meet the charterers need.

Do the math. How many working hours our guys onboard spend to enter the same data in multiple databases.
We all running more than one software application, and if these disparate programs don't talk to each other, we have a problem.
It's called duplicate data entry and it's tedious, time consuming, and costly.

Reducing digital 'paperwork' onboard

We must take formal steps to condition and reduce digital 'paperwork' onboard.
"Smart tech" as the AI and other advanced digital technologies can take over rote tasks that can streamline unmanageable workloads and reduce crew stress.

"Information overload occurs when the amount of input to a system exceeds its processing capacity. Decision makers have fairly limited cognitive processing capacity. Consequently, when information overload occurs, it is likely that a reduction in decision quality will occur."

Thank you for your Attention

UOT
UNITIZED OCEAN TRANSPORT LIMITED