ISM AI Pilot

MARINE SAFETY MANAGER

The most complete vessel management app on the market

ismpilot.com mail@ismpilot.com

Every check signed where the equipment is.

The life-saving, fire-fighting and lifting equipment registers come ready, with the SOLAS and FSS inspection intervals built in. The crew walk the round with a phone; the record proves it was done.

LSA, FFE and Lifting registers

Liferafts, lifejackets, immersion suits, extinguishers, EEBDs, detectors, hoses, slings, shackles and more — with their weekly, monthly, quarterly and annual checklists.

Your own Excel, as it is

Import the lists you already keep. Update from Excel later without losing a single QR label or inspection history.

Scan before signing

The vessel can require a QR scan at the equipment before an inspection is signed. The report shows how each item was checked.

Quick pass

Walk the round scanning labels: each scan is a passed, signed inspection, with a beep and a buzz. No screens in between.

Group checks

Cabin EEBDs, immersion suits in a locker: one checklist, one signature and one group label to scan. Each item keeps its own record.

QR labels for everything

Print one label or a whole deck at once — by Bluetooth from the phone, on any label printer or on plain paper. A reprint is never a new code.

Inspection rounds

Several officers work one round on their own phones, in the vessel's walking order. The Chief Officer reviews it and closes it with his signature.

Records that cannot be rewritten

Signed by PIN, fingerprint, face or by hand. Nothing is edited or deleted after signing: a correction is a new record.

Defects with evidence

Raised from the checklist with photos, put right with a signature, carried on every report until closed.

Certificates and lifecycle

Certificates with expiry — one can cover a group of items. Each item's trips ashore for service, returns and write-off are on record.

PDF & XLSX
EXPORT

Weekly, monthly and round reports for the auditor and Port State Control: what was inspected, by whom and when, what was not, and every defect still open — in PDF and Excel.

From the running hours to the delivered part.

Planned maintenance for every department — engine room, deck, interior, AV/IT, hull — joined to the spares it uses, the order that brings them and the budget that pays for them.

Planned maintenance

By running hours, by calendar, or both — whichever comes first. Critical jobs are never deferred; class items print as the surveyor's history.

Work signed out properly

Photos, condition before and after, man-hours and parts drawn from stores. A job can require a permit to work, and a fresh risk assessment, approved, before each sign-out.

Yard periods and warranty

The work list goes to the yard as a specification; their prices come back in the same sheet. Signed acceptance, warranty claims tracked.

Requisitions and quotations

By department. Quotations compared side by side, the award with its reason, the PO as PDF — and each supplier's record of price and delivery.

Plan wizard

A new vessel's maintenance plan in one sitting, from the kind of vessel to every unit and job.

Receive by QR

Scan the order on the box, tick what arrived, and it is booked into stock.

Running hours from the AMS

Load the alarm and monitoring system's export and every counter is updated. Figures that look wrong wait for a reason.

Oil analysis

Sampling points, the lab's results straight from its Excel or CSV, limits, trends and an officer's signed review.

Spares and stores

Stock by QR, minimum and maximum, what upcoming jobs will need. Provisions, PPE, stationery and the bosun's store too.

APA and budget

Owner's account or charter APA with append-only entries. Budget per cost centre: spent and committed, per currency.

A stocktake that orders

A signed stocktake drafts the requisition itself, from use and supplier lead time. Nothing already on order is ordered twice.

Order export

Any order or the whole list to Excel, Word or JSON.

The whole SMS in the crew's pocket.

ISM, MARPOL record books, ISPS, MLC and the ship's hospital, kept the way an auditor reads them: signed, dated in ship's time, and impossible to change quietly.

ISM documents, read and signed

Issue a revision and every crew member signs that they have read it. You see who has not.

Non-conformities and CAPA

Incidents, near-misses and observation cards — even anonymous, from a QR poster without the app — to root cause, actions and the Master's signed closure.

Audits, drills and meetings

Internal ISM and MLC audits with findings to NCs. A yearly drill calendar with attendance. Monthly safety meetings each person signs.

Permit to work and risk assessment

Hot work, enclosed space, work at height and more — issued, signed and closed, linked to the maintenance job.

Record books the flag can accept

Oil Record Book, Garbage, Sewage, Ballast, fuel changeover and ODS. The Master's verification, entries sealed with each signer's key, and a true copy that numbers its pages.

Deck, engine, GMDSS and DP logs

Each watch signs its round of readings, with the previous figure and a trend beside every value. Bridge, engine and DP checklists.

Security (ISPS)

Security rounds with QR checkpoints, the key register, the gangway log with visitor passes, searches and the Ship Security Plan. Visitors coming and going and every security round go into the Deck Log by themselves.

SOPEP

Locker contents, signed checks, oil-spill drills and the plan's own papers.

Crew certificates and Hours of Rest

STCW, medicals, passports and visas with expiry. Hours of Rest under MLC and STCW, signed, with every breach shown.

Ship's hospital

The medicine chest by the flag's scale, expiry dates, treatments and the next order — personal health data stays aboard.

UTC Every record in ship's time and UTC. The Master plans clock changes in advance and every device switches by itself; Hours of Rest counts the 23- and 25-hour days correctly.

The office sees what the vessel sees.

The superintendent and the DPA follow every vessel from a laptop or a phone, answer what is waiting for them, and keep certificates and documents current from ashore.

Fleet console

Every vessel the superintendent is invited to, worst first. Certificates and ISM documents edited from the office reach the crew on their next sync.

Ready for the inspector

Inspection readiness lists the gaps before PSC, flag or class. Inspector mode gives a read-only link for a set number of days.

Handover report

At crew change, one PDF: overdue and due, open defects, unfinished rounds, notes. The monthly maintenance report emails itself to the owner and office.

Six languages

English, Spanish, Portuguese, Norwegian, Ukrainian and Russian on each device. Reports stay in English for the auditor.

The office in the loop · switched on for each vessel that has an office

Defects and NCs closed aboard are verified by the office, or returned with the reason.

PSC, flag, class and vetting findings become corrective actions with their deadlines.

Requisitions go Master → office: lines cut with a reason, returned or approved, tracked to delivery.

A maintenance deferral signed by the Master holds at once; the office approves or refuses it.

A failure on critical equipment is emailed ashore at once, with a record of the downtime.

An emergency order goes out at once and is reviewed by the office afterwards.

AI drafts, a person signs

The log said aloud, an NC from what happened, what to check on a defect, a supplier's quote, jobs from the maker's manual. Nothing is saved until a person puts it in.

Open to your systems

A REST API for the office's reporting and BI, with keys the Master issues and revokes. Running hours from the AMS.

Needs attention

Everything waiting for the office across the fleet, oldest first, answered in one tap, and only what is red on each vessel.

Replacement records

Each unit or part replaced, before → after and why, listed in the report with the defects put right.

And there is more.

The Board
Each person opens the app to their own day: what is overdue and coming due for their rank, worst first. Expiry reminders on every date.

Your own checklists and forms
Reword the rounds, add your own weekly, monthly or quarterly checks, switch off what you do not owe. Old records still read as signed.

Guests and passengers
Manifest, embark and disembark, safety briefing, persons on board. Guests' names never leave the vessel.

DP time for the DPO's logbook
DP hours and the vessel's letter for the Nautical Institute, kept with the DP checklists and their two signatures.

Vessel certificates and surveys
Class, flag, ISM, ISPS, MLC and insurance certificates, tied to the survey and audit schedule they depend on.

From the service report to the register
Attach the station's PDF or photo: AI reads the certificate, dates and items, and one tap sets every next date. The station needs no access.

Crew photos and ID cards
Credit-card-size crew cards with a photo and QR, printed aboard; the same card at the gangway.

Due dates in your calendar
A live calendar subscription for Outlook, Google or Apple Calendar: what falls due appears by itself.

Galley orders with AI
The chef's provisioning order from a catalogue of 900+ products. AI reads the supplier's spreadsheet in whatever layout it comes, without sending the list itself anywhere.

Switched on for each vessel

on request

Management of Change — risk-assessed, approved by the Master and the office where set, closed signed.

Drug and alcohol tests — unannounced, random or after an incident, with follow-up.

My documents — each seafarer's certificates, contract, rest and drills on one screen.

And — ship's plan, NFC tags (page 9), muster and boat landing, crane log, letters, the Master's orders, chat with phone push.

Watch plan — 14 days ahead; a breach of hours of rest seen before it is worked.

Discussion on the record — vessel and office on a defect, an NC or an order, with @mentions.

Chemicals and SDS — a card per product; the AI reads the safety data sheet into English.

Crew appraisals — at contract end or yearly, signed by the person and the Master, on your company's own form.

IMO DCS, CII and EU MRV — passages, fuel and the CII rating; the year's statement signed.

Ropes and wires — cuts, end for end, diameter wear and the date it reaches discard.

On the roadmap

Being built next

Notifications on the phone — gangway arrivals in the notification shade, drill reminders, rounds and inspections coming due.

Class type approval — software conformity assessment by a classification society.

Your data, and who can see it.

A vessel's records hold people's names, documents and health. The rule is simple: only those who need a record can read it, and what does not need to leave the vessel does not.

Each vessel apart

A device reaches a vessel's records only after it has been invited and approved. Roles are enforced on the server, not only on the screen.

Access ends at once

A device switched off or removed loses the vessel's records on its next request. A Master's or office invitation works once, within 48 hours.

Signed stays signed

Signed records are never changed; a correction is a new entry. The Master's PIN works only on the Master's own device, and a shared tablet never signs as itself.

Crew details for officers

Date of birth, next of kin and the number and scan of a passport, visa or medical are seen by the Officers and the Master. The crew and the office see the type and dates.

Patients and guests stay aboard

The cloud holds only the first and last letter of a patient's or guest's name. Guest documents are never sent.

The AI sees the shape, not the list

Importing a list, the AI gets the headings and masked samples. In its drafts, people go as ranks. Patients' and guests' records never go to it.

Where your data is

Google Cloud: the database in the United States, the server functions in the EU. Encrypted in transit and at rest; the database is backed up daily, each copy kept for 5 days.

Erase on leaving

The Master erases a signed-off person's passport, contacts and next of kin, aboard and in the cloud. Their signed records stay.

Backups you control

A backup file can carry a password. Android keeps the app out of the Google backup; on iPhone, attached files stay out of iCloud.

In the next update

built, coming to the stores

Makers' library — a known engine model takes the maker's jobs and intervals into the plan.

PSC walk-round — the findings inspectors write most, place by place: OK or To fix.

DP time from the records — the day filled from the DP log and watch handovers.

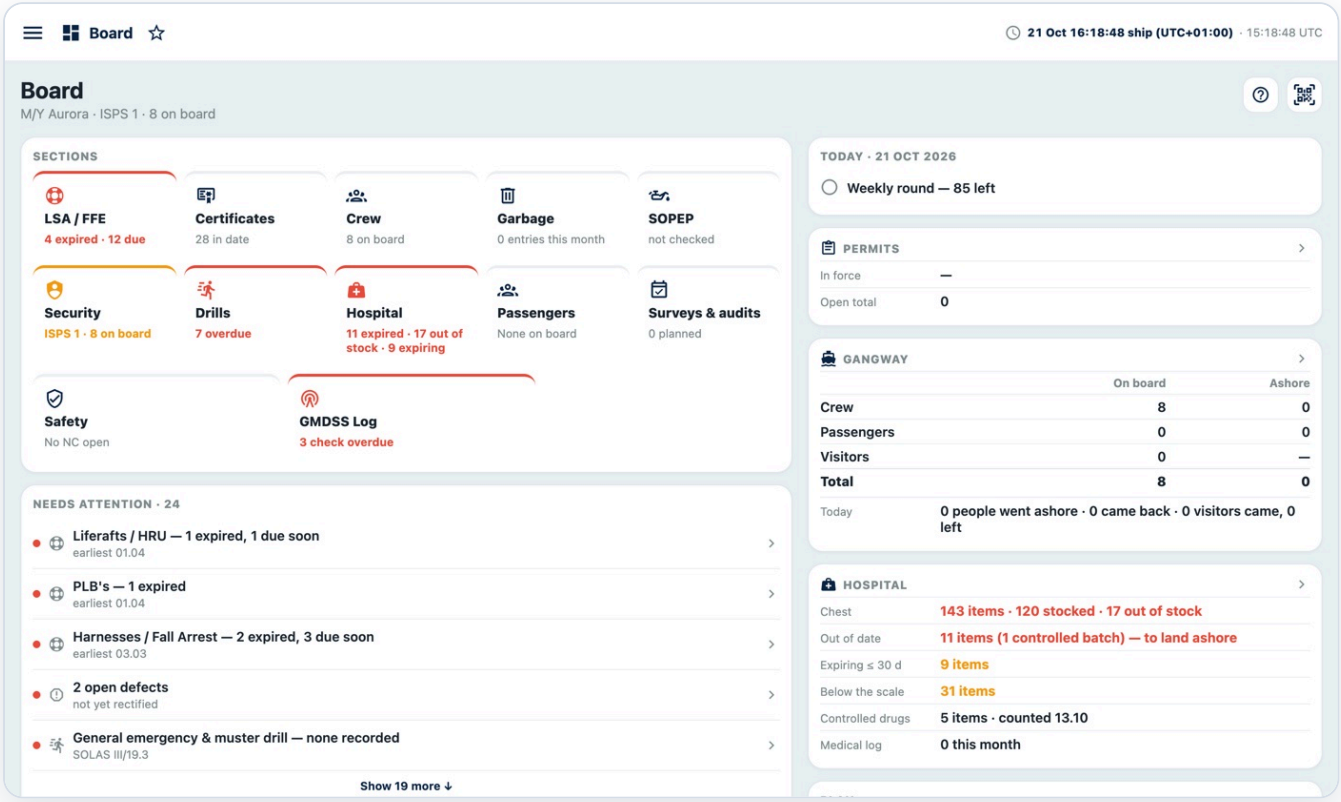
Supplier quotes by link — the supplier prices the lines in a browser, no account.

IMCA DP drills — nine scenarios, desktop or live; a signed drill writes the DP log.

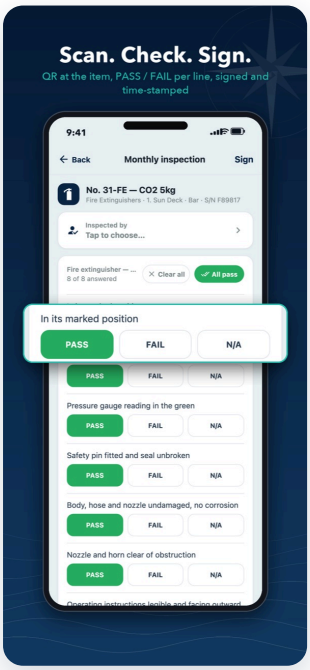
In English (AI) — write a defect or a message in your language, keep the English.

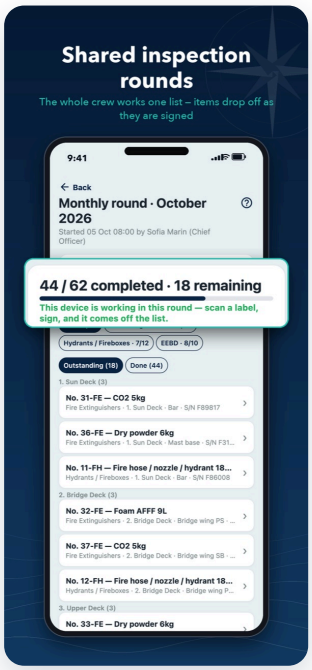
See it at work.

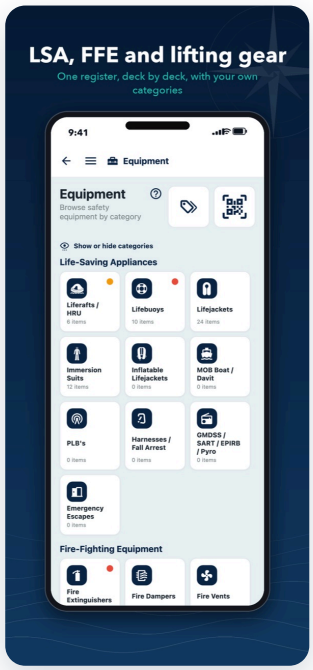
The same app on the bridge computer and in the officer's pocket.

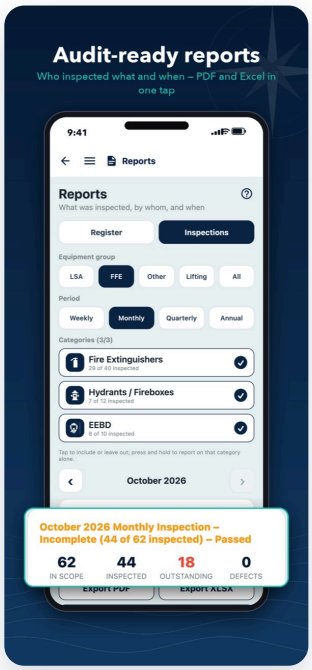


The Board, in a browser. Every section's state at a glance, what needs attention first, today's round, permits, the gangway and the hospital.









What to have aboard.

No server and nothing to install in the ship's network. The phones and tablets the crew already carry, a label printer and — where the vessel uses them — NFC tags.

Label printer: Xprinter XP-420B

Recommended. Bluetooth, 4-inch, 203 dpi: the phone or tablet prints to it directly, one label or a whole deck. Paired once, remembered.

From a computer

Any label printer with its own driver, such as the Xprinter XP-365B, through the print dialog at the label's size. No printer at all: an A4 sheet of labels or a PDF.

Labels

Direct-thermal, die-cut with a gap, up to 104 mm wide. 50 × 30 mm for equipment, 100 × 50 mm for crew cards and visitor passes. Synthetic labels where it is wet.

Crew ID cards

Any CR80 card printer for photo cards, both sides. Key tags also print three to a card, or as a file for laser engraving.

NFC tags

switched on for each vessel, on request

A tap does what a QR scan does — the gangway, a security round, the muster, an inspection — and a wristband can sign. Only a tag on the vessel's own register counts.

Crew and guests — silicone wristbands, NTAG215.

Checkpoints, muster stations — stickers, NTAG213 or NTAG215.

Equipment, steel — on-metal (anti-metal) NTAG215 tags.

Not MIFARE Classic: an iPhone does not read it. A browser reads no NFC, so the QR label stays beside every tag.

Phones and tablets
iPhone and iPad on iOS 17.6 or later; Android 7 or later. NFC: iPhone 7 or later, Android with NFC.

Computers
Any current browser on a Mac or Windows PC — the same app, every module.

A shared tablet
On the bridge or at the gangway: each person still signs as themselves.

In the next update

version 2.77

Record books for the flag — the Master can hold an entry back with a reason; a signed copy kept at every verification.

North-East Atlantic ECA — in the fuel changeover book, with its own sulphur date.

Emergency cards — signed by the OOW and confirmed by the Master.

Machine-readable copies — XML inside the signed copy; ship's time and UTC on every entry; position from the Deck log.

PSC walk-round — enclosed space entry checks for the 2027 campaign.

IMO signs — per vessel: where each sign belongs, a signed check, spares and the order.

WHY ISMPILOT

One app for the whole vessel. One licence for the whole crew.

1 **Licensed per vessel**
Every officer, every crew member and every device aboard is covered. No fees per user, no store subscriptions for the crew.

2 **Works at sea**
Fully usable with no connection. Devices sync when one is available, and photographs can wait for Wi-Fi to spare the satellite airtime.

3 **The whole system in your pocket**
iPhone, iPad and Android from the stores, and any browser on a Mac or Windows computer at app.ismpilot.com. The same records on all of them, with or without a connection.

4 **No implementation project**
Load your own Excel lists and the registers are ready the same day. The QR labels print from the app.

5 **Built with the people who use it**
Quick pass and group checks came from officers' emails and reached their vessels within weeks.

Every module on every platform — not a cut-down mobile companion.

iPhone · iPad · Android · Mac · Windows · Any browser

1 Ask for a trial
The vessel's name and IMO to mail@ismpilot.com.

2 Get a joining code
The trial is free and opens every module.

3 Join the vessel
The first device is the Master and adds the crew.

PER VESSEL · EVERY DEVICE INCLUDED

Logbooks €89 a month · Full €199 a month

Yearly: €890 and €1,990 — two months free. Fleets of 5+ vessels and onboarding on request. VAT excluded.

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